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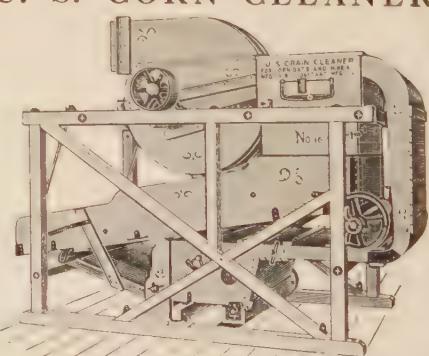
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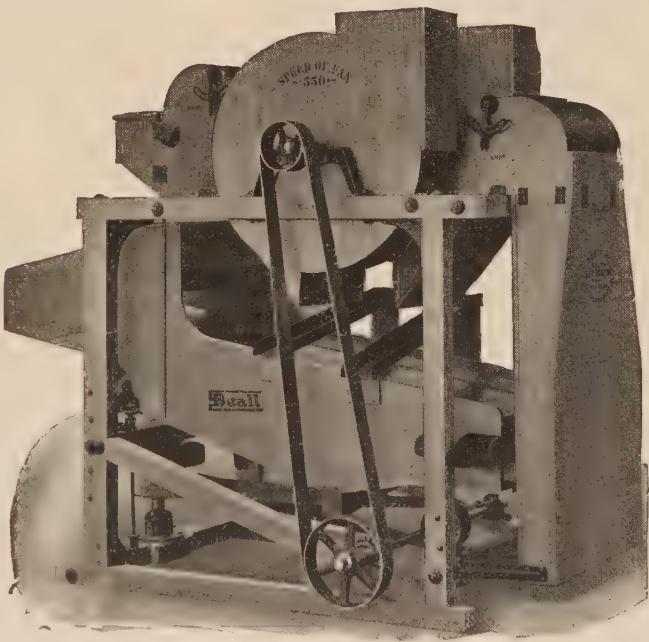
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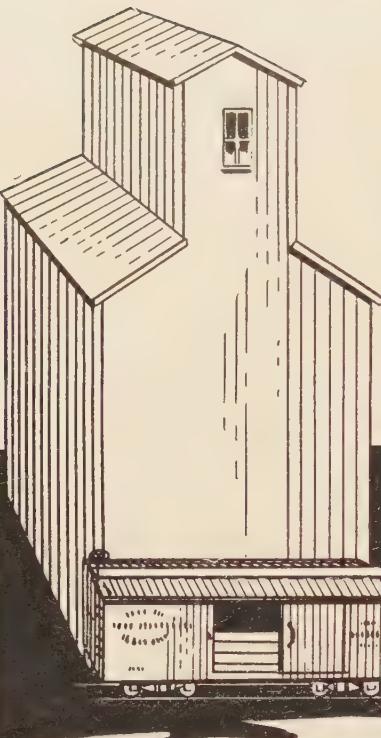
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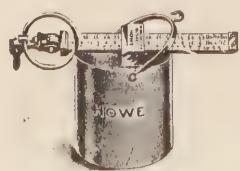
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This being true, you are then vitally interested in knowing about methods and equipment which reduce the cost of doing work.

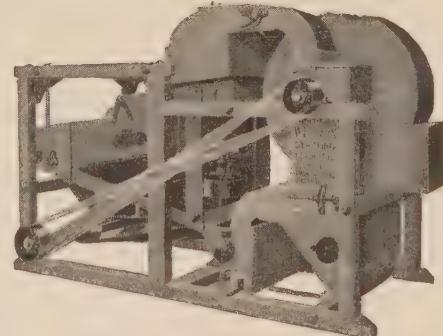
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is known wherever grain is handled as a line of equipment to be depended on for fine work and long service. It has cut operating costs, raised quality of grain and raised more operators' salaries than any machine on the market.

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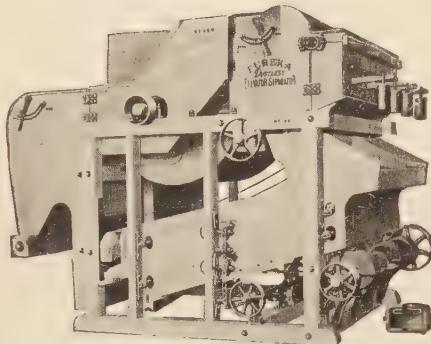
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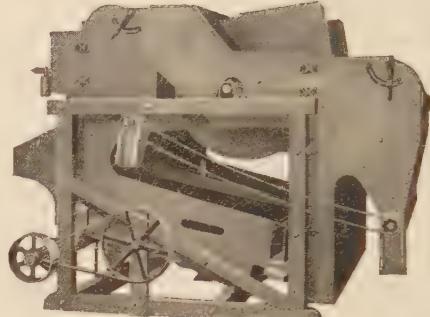
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all the angles to the grain cleaning proposition are apt to become confused by the claims advanced by manufacturers of new and untried equipment; but when “Eureka” machines are considered, solid ground is reached, for here every argument as to their superiority is backed by the experience of brother grain dealers, who have used them with complete satisfaction for many years.



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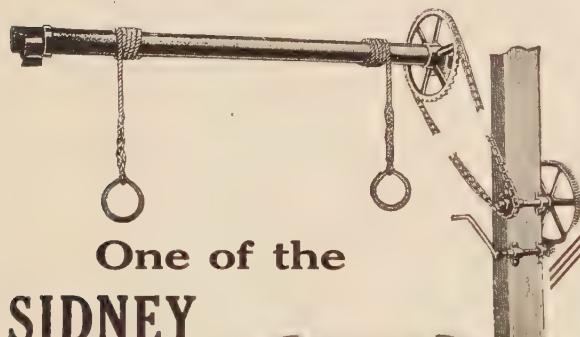
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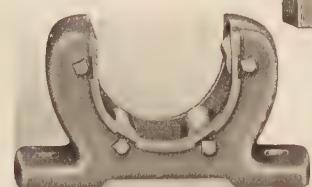
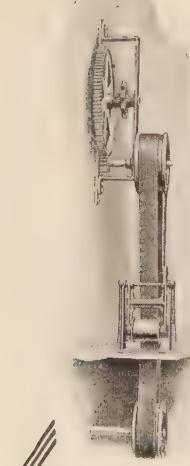
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ALL IRON OVERHEAD WAGON DUMP THAT IS OPERATED BY POWER

This wagon dump is made to stand the wear and tear of hard use without breakdown. Heavy pipe rollers, running on heavy iron roller bearings, make it easy to operate.

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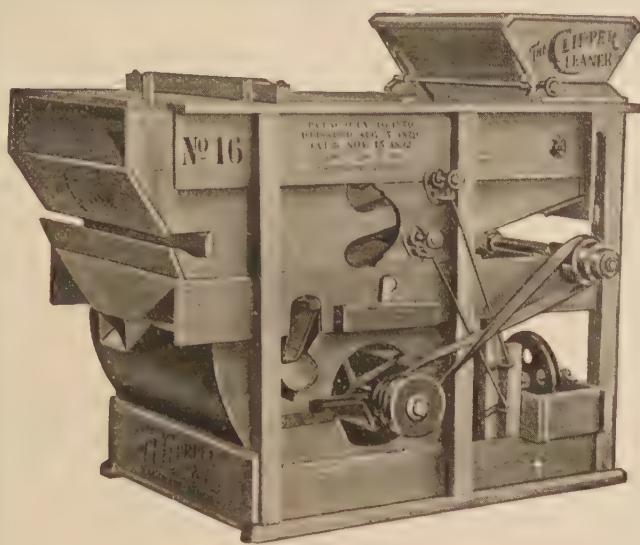
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Show Marked Superiority
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No. 16 is a medium capacity cleaner, but in all other respects it is the equal of any high priced big capacity machine made.

Like our other cleaners, No. 16, has the traveling brush under each screen, which, by the way, is the **only** device in present day use, that will **always keep your screens clean**.

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Other machines separate the corn and cob in a way but the Invincible does it thoroughly every time.

It has the standard air separation and the Invincible compound shaker that eliminates all trouble.

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Catalog No.	Capacity	Floor Space	Height	Drive Pulley	Horse Power	Shipping Weight
4	160-250	4x6	6 ft. 10 in.	24x4	1 $\frac{1}{2}$	2000
5	200-325	4x6	8 ft. in.	24x4	1 $\frac{3}{4}$	2400
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Have you from 20 to 24 square feet of floor space that you would like to convert into round dollars?

Our oat separator takes up exactly 24 square feet of space, much less than any other machine of equal capacity, and it will do work that no other machine will do.

It's as plain as the nose on your face that wheat and oats mixed brings but little money, but that pure wheat and pure oats bring a mighty good price. The Richardson will make absolute separations of any mixtures you may have. The Richardson is a power conserver, not a waster; it operates on $\frac{1}{4}$ of the horse power required by other machines.

You can't ignore the money making value of the Richardson much longer.

Your neighbor will own one soon and his grain will give you competition you can't beat. Send for catalog of this real grain separator and see why it does work your present equipment cannot perform.

Equipped with scalper at the top and seed screen below the lower apron, when desired, making it a very complete general purpose separator.

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Well built, dustless in operation and equipped with ball bearings in shake eccentrics. Sieves kept clean automatically.

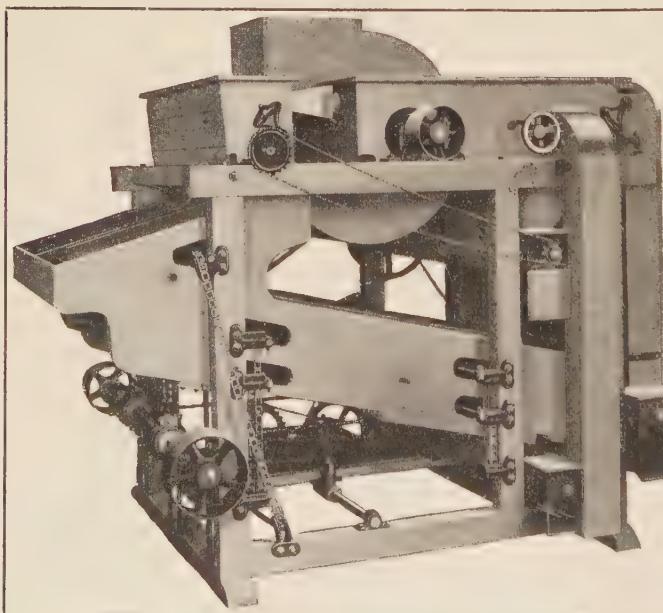
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Fire-resisting, weatherproof and durable—will not rub off, peel, flake, or chip.

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Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

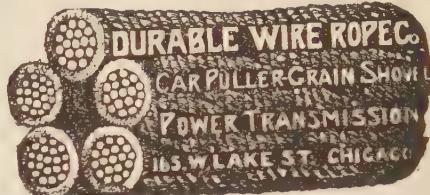
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HAVE NO EQUAL—

The Patent Flexible Chain Telescope Car Loading Spout

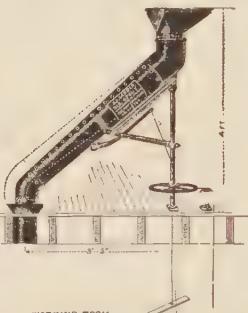
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Note swivel joint at S.



Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



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Grain Dealers Journal,
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to equip your elevator with cups, belt and leg, DOUBLE the size necessary, because he knows you can't run the cups over half full in the average Leg. They will Choke if you do.

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HALL SPECIAL Elevator Leg

and do the work quicker and better. Sent free on trial. Capacity guaranteed, and proved before you accept.

Catalogues illustrate it all. Send for them.

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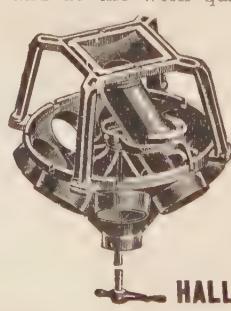
This simple, unique device, with only two moving parts, has saved its various owners in ten years

OVER A MILLION DOLLARS

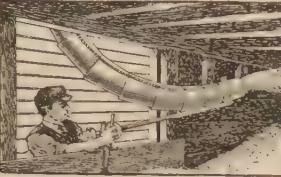
Each is as good today as when bought, and will be for future generations.

It's an economic gem.

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 Saves dockage, time, labor, health and money.
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**Bernert Pneumatic
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 It has a positive force feed that can
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 The steady force a fair blowing the grain through the spout sepa-
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 We ask you, for our mutual benefit, to investigate the Mattoon Car Loader.
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Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

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It's a Wonder.
It's small but strong.
It's out of the road and needs no attention.
It's minus of levers and triggers.
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It's simple and easily attached.
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The hundreds that are in use show they please others, and they will please YOU. We will ship you one on FREE TRIAL.

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Aledo, Ill., Sept. 10, 1914.

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I consider this Dump the best
on the market and you may use
my name in your list of recom-
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too strong.

I want you to know that I was
more than pleased with the men
you sent to install my dump.
They put in all the time anyone
would want and did nothing but
what they thought was right, and
I think your 20 year guarantee
surely will be good. Yours for
more dumps — T. J. HEALD.
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No. 20

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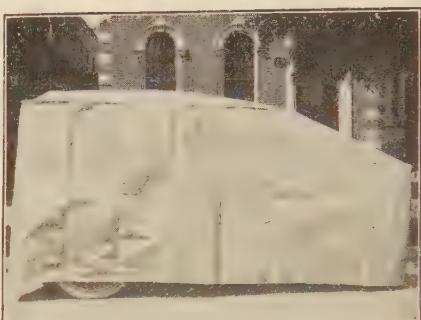
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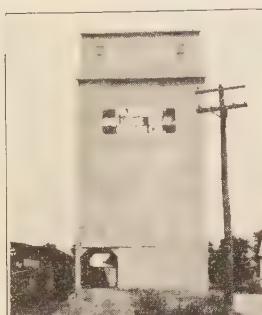
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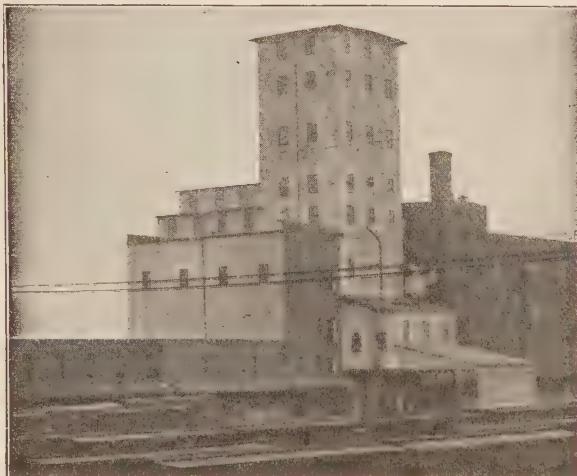
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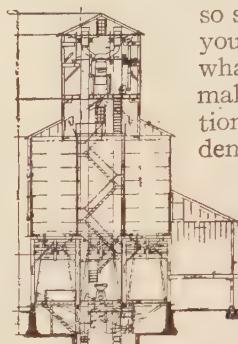
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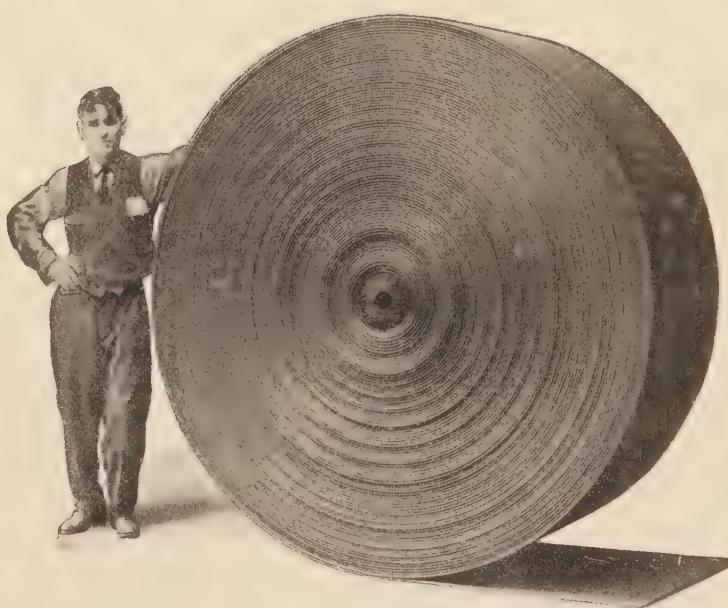
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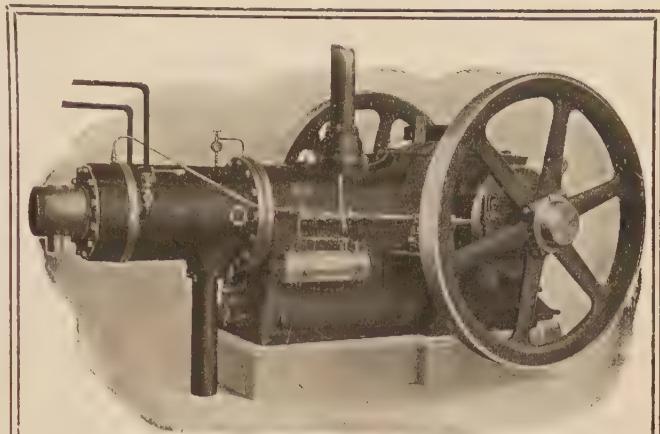
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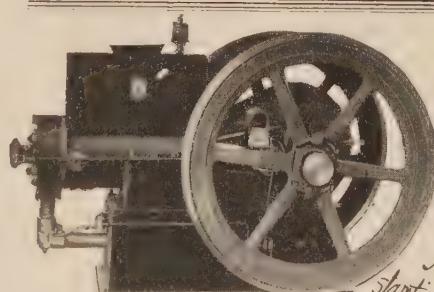
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SOUTHWESTERN IOWA elvtr. for sale. 8,000 bu. cap. Necessary mech. 90,000 bu. yearly. Splendid proposition for one who means business. Write Z, Box 2, Grain Dealers Journal, Chicago, Ill.

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ILLINOIS—Grain and Coal business; modern elevator, handles 200,000 bu. grain; sell 1,500 tons coal annually. A good business and a good town to live in. Address S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

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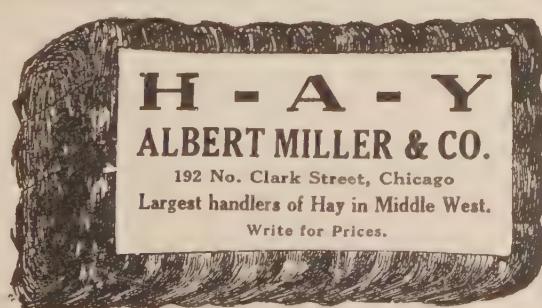
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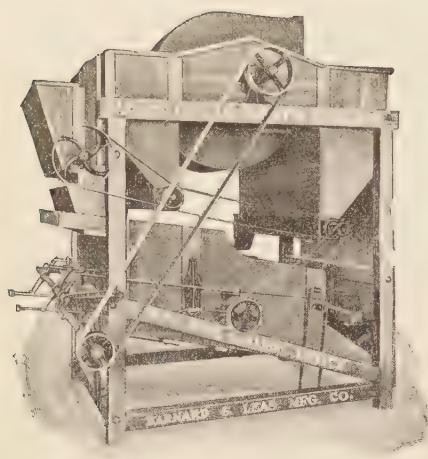
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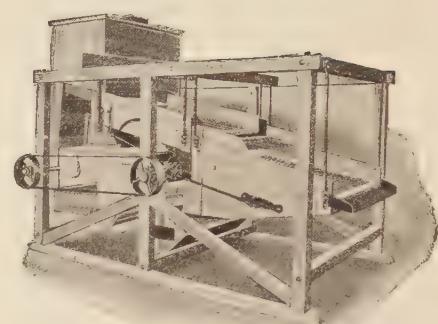
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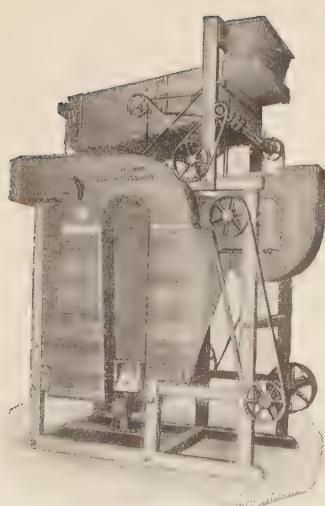
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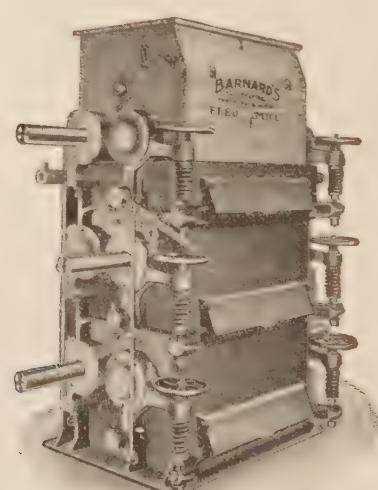
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GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

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Charles S. Clark, Manager.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JANUARY 25, 1915

HEATING THE carburetor of your gasoline engine with a torch is decidedly dangerous and inexcusable, even on the coldest morning, as one South Dakota engineer who attempted it recently now readily admits.

NEW ELEVATORS of modern design and large storage capacity are, according to reports, contemplated at many points, and the coming season will be one of the most active building periods the grain trade has known for years.

OREGON is now threatened with a state grain inspector, and the Farmers Union of Umatilla is investigating the advisability of hauling grain to market in automobile trucks. Evidently the grain business in Oregon is giving promise of marked increase.

THE EQUITY CO-OPERATIVE Exchange, now of St. Paul, henceforth will not be so reluctant to permit its stockholders to examine its books, as the supreme court of the state has decided that stockholders are entitled to such a privilege and must be granted it.

SCOOPERS HAVE been attracted to the grain business by the rapidly rising markets, but the minute the market begins to go the other way, they will ignore their contracts for purchase of grain and move on to some other station. However, their patrons are fully entitled to all the disappointments they are sure to receive.

THE FEED BUSINESS seems to be proving one of the most profitable side lines the elevator man has ever undertaken, and many dealers continue to install feed grinding machinery, as is shown by reports from different sections of the country, published each number in our "Grain Trade News" column.

MISSOURI POLITICIANS surely received the roasting they merited at the hands of the Missouri Grain Shippers. If the politicians are not content to keep their hands off the weighing department, then the grain shippers should make a fight on their inspection department, as they did in Kansas, and cut down its revenue.

NORTH DAKOTA'S surplus of out-of-date, old-time grain warehouses and elevators is slowly being reduced by wrecking the poorest and moving the best to more advantageous points for business. The fire fiend has also contributed more than his pro rata to the reduction of the number of elevators, so that the state is slowly but surely obtaining relief from its surplus at many stations.

THE RAILROADS of the Central States are so well pleased with the recent advance in freight rates granted by the Interstate Commerce Commission that they are attempting to convince the public, through open meetings, that they are fully entitled to a higher passenger rate. Fortunately the Interstate Commerce Commission cannot repeal state laws, else the 2c fare laws would be in jeopardy. The railroad promoters insist that dividends and interest be paid on all the water.

GRADING CORN under the new Federal Corn Grades is not clearly understood by all, else the different markets would be more uniform in their grading and shippers would not suffer so many or so frequent disappointments. The experience of an Illinois shipper, recited in "Letters" this number, has been duplicated by many other shippers. It is natural that the introduction of new and exact methods should lead to some confusion, but honest differences can be accounted for and the cause of many disputes removed.

LEGISLATION FAVORABLE to grain interests would be enacted much more frequently if grain dealers would respond more promptly to the appeals of the associations' secretaries for letters and telegrams to your congressmen, in behalf of pending legislation. One man has little influence with a committee or legislative body, but an organization which acts as a unit, can easily obtain every consideration its members are entitled to. The fact that the grain dealer's interest is so frequently ignored is proof that the grain dealers are entirely too backward in asking for the legislation needed to protect and promote their business.

CAUSES OF FIRES in grain elevators for the past twelve years have been carefully compiled and are given readers on page 142 of this number. The statistics merit careful study by every man owning a grain elevator. If you are anxious to save it from the flames, study the experiences of 538 elevators that have burned. Then eliminate the hazards from your own plant and thereby reduce the chance of fire and the cost of your insurance.

A STATE TERMINAL elevator will not be established at St. Paul, as has been fervently hoped for by the promoters of the so-called Equity Exchange, because North Dakota's State Board of Control has condemned the scheme as impracticable and of no value whatever to either the state or the grain growers. The decision of the board is the only conclusion sane men could ever arrive at, unless they be swayed by personal interest or prejudice.

THE CUMMINS B/L Bill recently endorsed by the Council of Grain Exchanges for incorporation in the pending Pomerene Bill, merits careful study by the friends and champions of the grain shippers interests. The Pomerene Bill has been endorsed by a number of grain dealers associations, but principally because they thought it was the best thing obtainable. If the Cummins Bill, which gives so much more to the shipper, can possibly be added to the other, it is to the interest of the entire trade that it be done.

FRAUDULENT WEIGHING of grain received at country elevators is inexcusable, and should not be tolerated anywhere in this day and age. A grain buyer at Sacred Heart, Minn., recently pleaded guilty to this charge, and was let off with the small fine of \$50. It is such dishonesty that brings the entire trade into disrepute with the farmers, and the sooner it is stamped out, the better it will be for all engaged in the business. So many farmers now maintain reliable scales at home, and weigh their grain before starting for market, that every short weight thief is sure to be found out in a short time and punished as he deserves to be.

DISPUTES, differences and law suits would be far less numerous if all grain dealers exercised greater care in making their contracts, and always refused to confirm or enter into a contract until all of the conditions were clearly specified. Where the terms of a contract are not made clear, the agreement affords many opportunities for honest differences. Too frequently all profit is wiped out by a minor misunderstanding, which could easily have been avoided through the use of confirmation blanks, which require all terms to be clearly specified before acceptance. If there is no great change in the market, then neither party is injured, and the omission of a complete statement of the terms does not open an inviting door to either party to the contract, as nothing is to be gained by escaping.

THRESHERMEN are busy with the state legislatures, striving to secure the enactment of laws which will give them a lien on everything owned by the farmer, when he neglects to pay them for threshing grain. Even the New York State Legislature is asked to enact a lien law for the poor threshermen. Grain dealers who do not watch state legislation may next season be called upon to pay the farmer's threshermen bill, after having paid for the grain.

NORTH DAKOTA law makers seem determined to make trouble for grain buyers who do not choose to buy grain in the units established by the state. They overlook the fact that buyers who must sell in foreign markets naturally prefer to adopt the units in vogue in the selling market. If all the states would join together and adopt uniform weights and measures for all commodities, the country would be greatly blessed and all the confusion arising from the present multiplicity of standards would be dispelled.

GRAIN CAN LEAK from cars in transit, without preventing car arriving at destination in "apparent good order" and cars can be robbed in transit and arrive at destination in "apparent good order," as is convincingly evidenced by the picture of plugs taken from grain cars by the St. Louis Weighing Department, and photographed on page 122 of this number of the Journal. It is kind and thoughtful of the average thief to plug up the hole through which he has robbed the grain shipper. Really, such consideration was hardly to be expected at the hands of a thief, but here is the evidence—you can't get away from it.

DISCRIMINATION IN prices paid for grain at different places in Minnesota will be punished by a fine of \$500 and six months imprisonment, if H. F. 98, now pending in the Assembly of the Minnesota Legislature, becomes a law. A number of western states have a law similar to the one proposed in Minnesota. The prohibition of such discrimination by the state seems to be alright in the eyes of the politicians, but when the grain exchange attempts to prohibit such discrimination, it is a trust, an iniquitous thing, which should be punished severely. Grain exchanges do not deal in grain, but they strive to regulate trade, so as to maintain an open market for all, and to make the prices prevailing in their trading halls a correct reflection of true values and free from unfair influences, but the politicians, in their inconsistency, fail to see, nor are they willing to admit the helpful intentions or purposes of the grain exchange. If we could get more business men and fewer politicians into our legislative halls, the country would be cursed with fewer fool laws and blessed with more equity.

NOTWITHSTANDING commercial organizations in all parts of the country are adopting resolutions protesting against the Federal government owning and operating steamship lines, the administration continues to push this bill designed to bring about such ownership. If the politicians are permitted to get control of any more lines of business or public service, the people owe it to themselves and posterity to spend the next ten years in front of first class kicking machine.

AN INCREASE in the winter wheat acreage of four million acres, under ordinary circumstances, would prove a very depressing influence on the market, but the condition of the crop, particularly in the southwest, is not encouraging, so the spring wheat farmers are preparing to make even a greater increase in their acreage. Unless the war terminates before the middle of June, North America will have the greatest acreage of wheat ever under cultivation at one time.

GRAIN SHIPPERS who have suffered loss due to delay of grain in transit will be pleased to know that an Iowa shipper (see "Letters" this number) has been granted a decision against the carrier for loss due to delay in transit. The principle is the same everywhere. It is the duty of the carrier to deliver grain at destination within a reasonable time. Failure to do so, which results in loss to the shipper, makes the carrier liable for damages in the amount of loss caused.

Uniform Grading Nearing Realization.

Uniformity of rules governing the grading of grain, as well as uniformity in the actual grading by the inspectors of the different departments, has long been desired and sought by the progressive men of the grain trade. Multiplicity of rules or practices leads to confusion, differences and disputes. It makes it difficult for men in different sections of the country to deal with one another, because their understanding of what constitutes a grade varies.

The efforts to secure uniformity thru the establishment of uniform grades in different markets was a failure, because the different inspection departments did not give the same interpretation of the rules. Without intelligent and authoritative supervision, uniformity can never be attained, even tho everyone in the trade desires it.

If the Moss Bill, H. R. 17971, known as the Grain Grades Act, which was recently passed by the Lower House of Congress by an overwhelming majority, can be pushed through the Senate before the present Congress expires, supervision by the Agricultural Department will soon become an established fact and uniform grading of corn will come to be nearer a reality than ever before. The average man in the grain trade is not particularly anxious about the politicians mixing up in the grain business, but they do want uniform grades, and are willing to sacrifice considerable in order to obtain them. If every grain dealer will take up this matter with his representatives in the U. S. Senate, prompt action will be obtained.

NORTH DAKOTA dealers who buy, store or handle on commission any grain or seeds will be taxed $\frac{1}{2}$ of one mill per bushel on all wheat and flax, and $\frac{1}{4}$ of one mill per bushel on all other grain and seeds, if the bill now pending in the state legislature becomes a law. It is not intended to drive the elevator man out of business, because the same tax is levied upon the man who scoops from wagons into cars. The purpose is to establish a tax on the grain business which can be easily and accurately determined. Under such a law, there would be no opportunity for differences of opinion as to what tax should be paid by the grain dealer, but it is doubtful if it would be equitable as the grain dealers tax rate would be the same every year, while the taxes of other merchants would be governed by the rate and amount of merchandise and money they had on hand at a fixed date. Many different legislatures are striving to provide a special tax for the grain merchant, but few drafters of such laws ever stop to consider their fairness, their principal aim in the past having been to make them certain and sufficient to supply the needs of the county treasury.

Increased Minimum for Carload of Oats.

The railroads in the Central Freight Ass'n territory are demanding so many advances in rates and changes in rules governing the handling of grain and hay, that should they only succeed in obtaining one-half of what they ask, they will still have more than a full loaf. Their proposed classification would advance the classification and rates on hay and LCL shipments of grain, and now they are also proposing to increase the minimum weight of shipments of oats, in order to change the carload rate. This will further handicap the country shipper and the interior buyer, who must arrange their plants to handle oats in larger units. It will also tie up more of their capital and make it next to impossible for the interior buyers to pursue the hand-to-mouth policy now so common.

The increasing number of grades of the different grains and the increasing minimum of the carload, will make it necessary for country elevator men of surplus sections to build houses containing many large bins, as well as a number of small bins, in order to classify properly the grain received. Some elevators which are well equipped with grain cleaning machinery and several dumps, may be able to handle each kind of grain with two or three bins, but the majority of the elevator men will be badly handicapped, if the new Federal grades on wheat, oats, rye and barley are as numerous as those governing the grading of corn.

The adoption of a 60,000 lb. minimum for oats might be possible, so far as some of the eastern lines are concerned, but many shipments in smaller cars will be made so long as they are obtainable. These increasing handicaps to the grain shipper must be taken into consideration when buying grain, else few will be able to realize any profit from handling the oats crop. Shippers can, and no doubt will prevent many of the proposed rules and regulations from being put into force, but if anything is accomplished, they must work fast and furiously.

Order B/L Protects Shipper

The decision Dec. 18 by the Supreme Court of Michigan in the case of the Turnbull Elevator Co., at Lapeer, Mich., against the Michigan Central Railroad Co. reaffirms the settled law of B/L as a protection to the shipper, and should clear away the mental fog arising from two former decisions in Michigan which have been misunderstood.

The Turnbull Elevator Co. shipped 250 bags of beans May 22, 1912, to Evansville, Ind., covered by a regular order B/L, with the instruction to notify A. J. Thompson Co., Chicago, on whom draft was made and deposited in the bank with B/L. On arrival at Evansville the Evansville & Terre Haute R. R., which was the terminal carrier, notified A. J. Thompson Co., who gave the following order:

"Chicago, June 3, 1912.

"E. & T. H. R. R. Co.:

"Please deliver Parsons & Scoville Co. 250 bags beans out of car 46254 without surrender original bill lading, on payment of chgs.

"Arthur J. Thompson Co.
per Zinia."

Complying with this order the railroad company delivered the consignment to the Parsons & Scoville Co. without surrender of original B/L. The bank was unable to collect the draft from the A. J. Thompson Co. and returned it with B/L to plaintiffs, who brot suit against the railroad company in the circuit court of Lapeer County for the value of the shipment on account of misdelivery, and were given judgment. In affirming this judgment in favor of the shipper, the Turnbull Elevator Co., Judge Kuhn of the Michigan Supreme Court said:

The question which is before us is whether or not there was a misdelivery of this consignment of beans by the carrier in view of the shipping instructions of the consignor, as shown by their B/L. It is contended by the defendant and appellant that this question is governed by the decision of this court in the case of Nelson Grain Co. v. Ann Arbor R. R. Co., 174 Mich. 80, 140 N. W. 486. In that case a shipper consigned beans to his own order, notify X, under a B/L with a surrender provision. Later, by means of a spurious B/L he ordered the carrier to deliver to X, which the carrier did without requiring the surrender of the genuine B/L. That court said:

"Having made delivery of the shipments to the parties named in the B/L upon the order of Botsford & Barrett as directed in the bills, we think the defendant should be held to have performed its full duty in the premises."

In other words, the consignor consignee, who had control of the goods and upon whose order they were to be delivered, ordered a delivery to X. The consignor consignee thus waived his right and his protection under the surrender provision, and is estopped from asserting it against the carrier, which made the delivery as ordered.

I do not think it can be said that the stipulation in the B/L that the surrender thereof shall be required before delivery is solely for the benefit of the carrier, and we did not so hold in the Nelson Grain Co. Case, as it was there said:

"Whether the stipulation in the B/L that surrender thereof shall be required before delivery is considered to be for the benefit of the carrier or the shipper would seem in this case to make no difference, for the plaintiff was not the shipper."

It is manifestly for the benefit and protection of both shipper and carrier. But, while it affords a benefit to the carrier, the carrier certainly need not insist upon it when it would be fully protected in a delivery without a surrender.

In the Nelson Grain Co. Case, Mr. Justice Brooke, in his opinion, also says: "The B/L here considered are entirely unambiguous, and show conclusively that Botsford and Barrett were the shippers, and that the shipments were made to their order."

And again:

"An examination of that paper (the B/L) shows that the plaintiff was an entire stranger to the transaction, except that as

to the last bill its name appears beneath that of Botsford and Barrett, shipper, with the prefix 'per.' This can have but one meaning, viz., that the beans were shipped by Botsford and Barrett; the plaintiff acting for them in the transaction."

In the instant case the plaintiff is the consignor, and not a stranger to the transaction, and gave no order for the delivery of the beans, and so it cannot be said that the surrender provision in the contract of shipment, the B/L was waived. Here the shipper placed his property in possession of the carrier, which gave him a B/L, making a contract between them which in most positive terms says that its surrender shall be required before the delivery of the property, and upon this agreement the shipper had a right to rely.

It is true that *prima facie* the consignee is the owner of the goods shipped, but it is equally true, and the rule is well established, that, when there is an order B/L outstanding, the carrier delivering the goods without requiring the presentation of the bill does so at its peril, and is liable to a bona fide holder thereof. This is sustained by the following decisions: *McEwen v. R. R. Co.*, 33 Ind. 368, 5 Am. Rep. 216; *The Thames*, 7 Blatchf. 226, Fed. Cas. No. 13,859; *First Natl. Bank of Clarkston v. O. W. R. & N. Co.*, 25 Idaho, 58, 136 Pac. 798; *Merchants' Natl. Bank v. B. C. & R. S. B. Co.*, 102 Md. 573, 63 Atl. 108; *Canandaigua Natl. Bank v. Ry. Co.*, 155 App. Div. 53, 139 N. Y. Supp. 561; *Barnum Grain Co. v. G. N. Ry. Co.*, 102 Minn. 147, 112 N. W. 1030, 1049.

The judgment is affirmed.—150 N. W. 132.

THE RECENT advance in the price of wheat is said to have forced many of the small bakers, who buy flour from hand to mouth, out of business, with the result that they are petitioning the state's attorney for relief. Some extremists have insisted that Congress should forbid the exportation of any more wheat, and the introduction of a resolution calling upon the Secretary of Agriculture for a statement of prices for wheat covering ten years has been twisted into evidence that the administration was antagonistic to high prices for wheat. The agitators seem to overlook the fact that high prices must of necessity have prevailed on this crop, regardless of whether all Europe became embroiled in a war or not. The 1914 wheat crop of a number of countries was much short of the average, and our spring wheat crop was short. Crop conditions of all wheat growing countries, when taken in conjunction with the extraordinary demands of the fighting Europeans, justify high prices. Wheat is used by all civilized nations, and whenever any of them have gone to war it has resulted in a higher range of prices for wheat throughout the world. The male inhabitants of ten countries are engaged in butchering one another, and temporarily at least, their production of wheat must be materially reduced, so the only thing left for them to do is to import their supplies from the cheapest market. The Argentine has some wheat to spare, but few vessels to ship it in. With all of the neutral nations, and all of the allies except Russia bidding for United States wheat, it would not seem possible that we would spare them our surplus at the low prices which have prevailed. They must have the grain and the American farmer cannot be blamed if he insists upon having a good price for what he spares to them. Our remaining surplus is too large to consider seriously, even in the halls of Congress, the prohibition of further exports. When the farmer is satisfied with the price he will let go of the wheat he has left on hand.

THE BALANCE of trade in favor of the United States on December exports and imports amounts to \$110,000,000, as shown by preliminary estimates of the Dept of Commerce.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 115924 passed thru Lawn Hill, Ia., Jan. 21, on train No. 32, leaking yellow corn at side door post.—B. T. Greene, mgr. New Providence Co-operative Co.

N. Y. C. & H. R. 112462, eastbound, via Wabash, Jan. 20, sprung a leak in side of car at Sidney, Ill.; some yellow corn ran out. Repaired best we could while engine was taking water but do not think will hold long.—Rich & Blankenbaker.

C. & N. W. 83370 passed thru Gladbrook, Ia., Jan. 19, eastbound, via C. & N. W., loaded with corn. Door was open and snow was blowing in.—Dreessen & Rehder.

C. R. I. & P. 47108 on W. M. Ry., at Big Spring, Md., Jan. 18, lost several bus. wheat; am not sure was leaking but was in bad condition.—Guy K. Angle.

M. & St. L. 1074 was set out at Watkins, Ia., Jan. 18, with hot box burning hole in floor; car loaded with oats; will probably show a shortage at destination.—Watkins Grain Co.

Big Four 16281 passed thru Atkinson, Ind., Jan. 16, southbound, leaking white oats badly at end and grain door.—Albert Stembel, Atkinson Grain Co.

C. G. W. 14522 passed thru Baxter, Ia., westbound, on No. 83, Jan. 15, leaking shelled corn about 3 ft. from bottom on each side near ends of car; coopered best we could and notified train crew.—W. T. Thorp, agt. S. E. Squires Grain Co.

I. C. 26779 passed thru Austinville, Ia., Jan. 14, on No. 62, leaking corn badly over bolster.—W. G. Austin, Admr. Henry Austin Estate.

L. S. & M. S. 27522 passed thru Ira, Ia., on No. 83, via C. G. W., Jan. 13, leaking small stream of yellow corn over drawbar; notified conductor and we inspected same but were unable to make repairs.—E. C. Vannote, agt. S. E. Squires Grain Co.

I. C. 20142 arrived at Seward, Ill., Jan. 12, leaking oats. Had drawbar pulled out; our agent there estimates there were 300 bus. of oats and possibly more spilled out of car. Car was billed from some point in South Dakota to Chicago.—B. P. Hill Grain Co., Freeport.

Pere Marquette 50569 arrived in Farlin, Ia., Jan. 12, with one doorpost broken loose entirely at bottom and projecting out so that yellow corn leaked freely out of a 10-inch hole. Car was set out here and repaired.—W. J. Banning, of D. Milligan Co.

Coming Conventions.

Jan. 27-28.—Indiana Grain Dealers Ass'n at Indianapolis.

Feb. 1-3.—National Ass'n of Scale Exports at Chicago.

Feb. 9, 10, 11.—Iowa Farmers Grain Dealers Ass'n at Mason City.

Feb. 10, 11, 12.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

Feb. 16, 17, 18.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Mar. 2-3.—Farmers Grain Dealers Ass'n of Kansas at Wichita.

May 11.—Illinois Grain Dealers Ass'n at Champaign.

July 6, 7, 8.—National Hay Ass'n at Niagara Falls, N. Y.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Carrier Held Liable for Loss Due to Delay of Grain in Transit.

Grain Dealers Journal: IN RE: Fay vs. C. R. I. & P. Ry. Co.

Mr. Fay shipped several carloads of corn in the latter part of August and early part of September, 1912, to Chicago commission merchants, for sale on arrival. These cars failed to reach Chicago for a period of thirty to forty-five days, being held at Davenport for shelling. The Railway Company claimed the delay was the fault of the sheller, an independent corporation, with whom Fay had no contractual relations, and of whom he had no knowledge until after the loss. Being an interstate shipment, the Railway Company removed the case to the Federal Court, but it was remanded back by Judge Reed. The case was tried to a jury during the last month, over two years after the loss occurred.

The bill of lading had on it, "stop to shell at Davenport." The tariffs in force at that time provided among others things that "corn may be shelled."

Years prior to this time, Fay had requested the Railway Company to find out if corn could be shelled in transit. The agents notified him that such was the custom. The old agent testified on the stand that that was the way they were instructed, to look up the shelling points as an accommodation for the shipper. They instructed Fay how the bills of lading should be marked, and he saw to it that they were marked the same way through the period of years. The theory of the case was that the Railroad Company having held itself out to do the shelling, the contract would be construed according to the intention of the parties at the time the contract was made. The Railway Company had collected for the shelling along with the freight as its receipts showed, for years, and the agents referred to the Elevator Company in the plural as "we."

Three cars were taken from the jury on the ground that the claims for loss were not made in writing within four months. The verdict was for the plaintiff on the balance of the cars. A motion for new trial has been filed and probably the case will be appealed by the Railway Company, in which event a cross-appeal will be filed as to the three cars on the ground of waiver of the stipulation on the back of the contract.

The tariff now provides that the shipper must make his own arrangements with the sheller, so the conditions of present litigants would be different on cases arising subsequent to the time the present tariff went into effect. Under the tariff at present, the shipper is bound by all conditions on the contract and as stated before, has to make his own arrangements with the sheller. This point should not be overlooked, as the tariff now is different from what it was at the time the Fay loss occurred, and the conditions on the back of the contract are binding upon the

shipper. He is bound to have knowledge of them. In the Fay case, the tariff made no direct provision as to who was to make the arrangements with the sheller, and the matter was submitted to the jury.

The shipper should file the claim for loss by delay or otherwise as soon as he discovers it and make it in writing in order to have his rights protected. Under the new tariff, shippers make their own arrangements with the sheller and the sheller is responsible to the shipper for his part of the delay.

We merely offer this as suggestion as the Railway Company's theories and the new Federal decision were thoroughly gone through. The relief from this should be the same as in the case of connecting carriers to avoid multiplicity of suits. It should be permissible to sue the initial carrier to effect this. The provision in the present tariff regulations that shipper must make his own shelling arrangements should be stricken out. The average shipper could husk a car of corn before he could find and read through all tariff regulations affecting his shipment.

Mr. F. A. Cooper of Davenport and ourselves tried the case for the plaintiff.

There are some interesting legal questions involved on the three cars in regard to waiver, and whether the Railway Company's officers and agents can waive for the company.

There is no decree in this case, but we believe that the verdict and judgment in the lower court is correct, and will be sustained on appeal. We will let you know the final outcome of this case, in case it is appealed.—Ball & Ball, Iowa City, Ia.

Grading Corn by an Equalization of Percentages

Grain Dealers Journal: I have been very much interested in a bunch of inspection returns from Cairo on corn and a careful study of them produce some interesting facts. I note on our Car No. 12252 C. R. R. of N. J. inspected Jan. 9th the following: 4 White Corn, 18 20-100% moisture, 7% damaged, 1 1/2% cracked, 1/4% dirt. Now this car on a basis of moisture was No. 4; on a basis of damaged corn was No. 4; on a basis of cracked corn was No. 1; and on a basis of dirt found in the corn was No. 1. So that it was evidently graded No. 4 on moisture or damaged either, or both.

On Jan. 9th, Car No. 731 C. & E. I. was inspected 4 White Corn, 18% moisture; 6% damaged; 2% cracked; 1/2% of 1% dirt. This car was No. 4 on moisture; No. 3 on damaged; No. 1 on cracked corn, and No. 1 on dirt. So evidently this car was graded No. 4 on moisture alone.

On Jan. 12th Car No. 34010 I. C. was inspected and graded 5 White corn; 17% moisture; 7% damaged; 1 1/4% cracked; 3% dirt. This car was No. 3 on moisture; No. 4 on damaged; No. 1 on cracked corn and No. 5 on dirt, so that this car was evidently graded on basis of the dirt content. Re-inspection should have been called on this car as it is evident the sample was taken from but I spot in the car i. e. where the loading spout was fastened in the car.

On Jan. 12th Car No. 232 C. & E. I. was inspected 4 White Corn 18 20-100% moisture; 4% damaged; 1 1/2% cracked; 1 1/4% dirt. This car was No. 4 on moisture; No. 3 on damaged; No. 1 on cracked corn and No. 2 on dirt.

All of those inspection sheets say "Inspected and graded according to the instructions and standards adopted by the Directors of the Cairo Board of Trade." Were the above mentioned standards

framed for the express purpose of reducing the grade of the cars to the lowest possible grade, regardless of the actual condition of the corn. I note that Terre Haute reports inspection on basis of moisture alone and that being true, the car that graded No. 5 in Cairo would have graded No. 3 in Terre Haute.

I think that grain dealers in Illinois would be justified in insisting upon an equalization of percentages in inspection at terminals for I don't believe that it was the intention of the Government in establishing these grades to place any inspector in a position where he could grade corn No. 5 just because it held 1% more foreign material than No. 3 grade specified and at the same time had 1/2 of 1% less moisture than the maximum for No. 3. It is not our purpose to cast any reflections or criticize any inspector as we realize that he is working under definite instructions.

I can find no serious objections to an equalization of percentages which would practically mean selling corn on a basis of actual corn content, and would be an actual basis of corn content, were the cracked corn percentage eliminated. I have never heard any reasons advanced that really justified its retention. But leaving this cracked corn percentage in, we find, by the Government standards, an actual corn content in the grades as follows: No. 1, 81%; No. 2, 76.5%; No. 3, 70.5%; No. 4, 66%; No. 5, 59.5%; No. 6, 47%. In speaking of corn content I am referring to content of perfect corn, eliminating all moisture, all damaged corn, all foreign material, all cracked corn and all heat damaged corn. The only reason I can see to a valid objection to an equalization of percentages is that some of the percentages may be of relatively greater importance in establishing the grade. This is probably true, tho not disclosed by the Cairo inspections, but these percentages could be adjusted to an equitable basis that would be fair to both the shipper and receiver.

Had the cars I have referred to been graded on a basis of average or equalized percentages Car No. 12252, with a corn content of 78.05% would have graded No. 3. Car No. 731 with 73.5% would grade No. 3; Car No. 34010, which graded No. 5, with a content of 71.25% would have graded No. 3; as also would Car No. 232 with a content of 74.85%.

No amount of argument can convince me that Car No. 34010 was actually No. 5 White corn just because it was inspected 3% dirt. Simply for the reason that another car may have contained 4.5% more moisture, 3% more damaged corn, 3 1/4% more cracked corn and 1% heat damaged corn and still have been given the same grading No. 5, and presumably the same discounts, and regardless of the actual quality of the corn would have contained 3.835 lbs. less corn content than this car 34010 of equal weight. I did not ship Car No. 34010 so have no personal grievance on that score, but simply refer to it to show the limit to which inspection rules can, and do work an injustice on the shipper.

I think this is something we should take up in the May meeting of the Grain Dealers Ass'n and urge an adjustment that will be fair for all.

Another thing that should be taken up is the matter of discounts. If we are discounted on No. 4 corn we should receive a premium on No. 2. The receiver will take a car No. 2 and mix it with a car No. 4 and have 2 cars No. 3. That

is all right and nothing dishonest about it, but he should be willing to pay more for the No. 2.

Now these are matters of great interest to all shippers and I would like to see them taken up and pushed to a successful conclusion.—Yours truly, A. H. Shelly, Buyer for Coon Bros., Block, Ill.

Care of Your Elevator.

Grain Dealers Journal: It is surprising to see the accumulation of dirt in some elevator offices and engine rooms; often the elevator in general is dirt from one end to the other. I try to keep my elevator and office as clean as the house I live in, as a grain buyer does, or should, spend most of his time right in the office. Sweeping the elevator from top to bottom every morning is an easy task after the habit is acquired.

My advice to the man who has not ambition enough to keep his elevator clean is that he get off the job a while and take a tonic, giving his chance to a more enterprising man. I have bot grain for 17 years and enjoy it more every year because I learn something daily. It is wonderful what an old broom and a little muscle can do in improving the looks of an elevator.

By carefully observing the operation of an elevator, country agents can often save considerable money for their employer. If a leg gets out of line a 90-foot belt may be saved by immediately lining it up. The same is true of pulleys, either belt or rope drive. Rope is expensive and if the sheave is the least bit out of alignment it will soon ruin the whole rope.—Percy Reed, Ada, Kan.

Claim Was Paid in Ten Days

Grain Dealers Journal: We often see complaints from shippers relative to the slow payment of claims. We filed a claim for loss of grain in transit Dec. 29, papers substantiating claim were attached. On Jan. 7 we received I. C. voucher for full amount of claim.—S. & M.

Suggests Discharge of Helper.

Grain Dealers Journal: In your Jan. 10th issue an unsigned article says that in order to handle 100,000 bus. of grain, a dealer incurred 3.57 bu. expense.

This dealer allowed himself \$100 a month salary and had a helper at \$60 a month. He has a one-man station and shud work himself and save \$720. He charges depreciation of 5% on money which he uses to conduct the business. Possibly he is an Illinois dealer who stores grain free of charge to avoid having Public Utilities Com'isn have access to his record and so feels his money slipping a little at a time. Under these circumstances he ought to charge 50% depreciation on the money used.—J. C. H.

DURUM WHEAT is setting new records for price almost daily, sales at Philadelphia being made at \$1.50 per bu. f. o. b., and \$1.28½ for No. 2 at Omaha, with \$1.30 at Minneapolis.

FLAKE NAPHTHALIN distributed in corn bins has been found effective in the destruction of insects and the result of experiments are given by A. J. Grove in Agr. Jour. India, 9, 1914. The corn with which tests were made was placed in a 6 x 3 ft. cylindrical bin and treated with one pound of flake naphthalin, which was as effective as carbon bisulfid at the rate of 5 lbs. per 1,000 cu. ft.

Moss Bill Meets Opposition

The Moss bill, recently passed by the House, was the subject of a hearing before the Senate Com'ite on Agriculture and Forestry of Washington, Jan. 15, considerable criticism of the bill developing. Those who appeared before the Com'ite in opposition to its passage were representatives of the New York Produce Exchange, Commercial Exchange of Philadelphia, Minnesota Railroad and Warehouse Com's'n, Minnesota grain inspectors and Maryland grain inspectors.

L. W. Forbell appeared for the New York Produce Exchange, and explained to the Com's'n the present methods of grain inspection at his city. He protested against any change from these practices and against the passing of the pending bill, intimating that the western grain trade has not opposed it because they believed unless the measure was adopted the Federal Government might interfere with the grain trade of the United States in some other, and perhaps more harmful way, possibly by applying the terms of the pure food and drugs act.

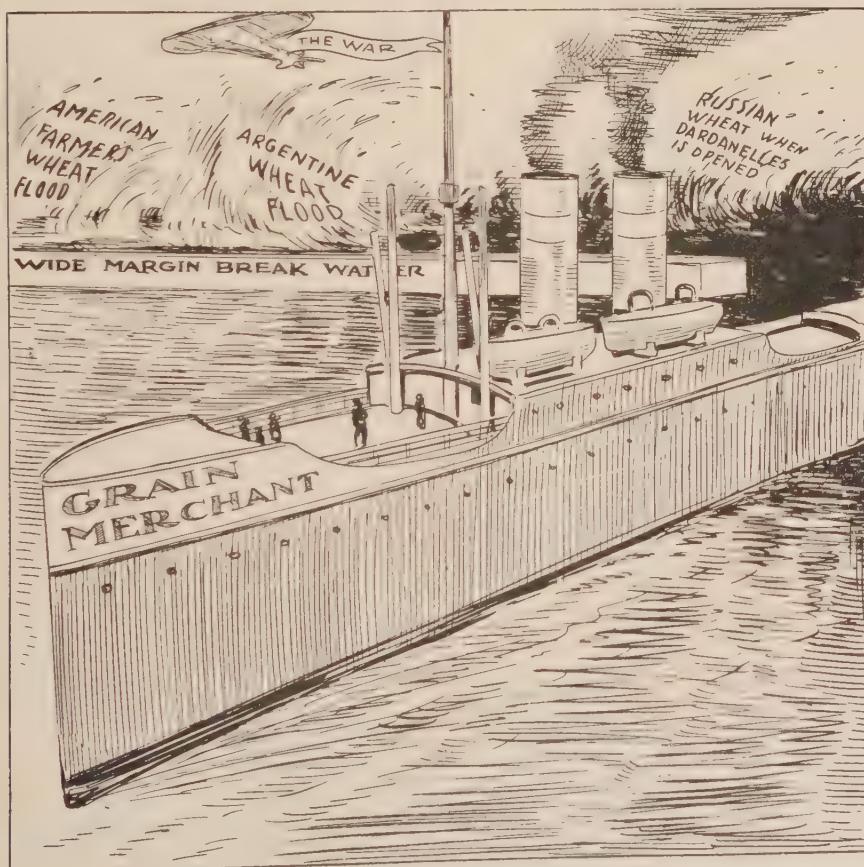
A number of tests are provided for in the pending bill to determine the grade of grain, and Mr. Forbell pointed out that one of these relates to quality, another to moisture, still another to dirt in the grain. To have the grain fall below one of these tests might make it lose its grade, notwithstanding the fact that it measured above grade when submitted to other tests. Under the bill such grain would lose a grade and the inspectors would be prevented from using common sense and giving the grain its proper commercial grading.

Chas. Elmquist of the Minnesota State Railroad & Warehouse Commission, recommended the adoption of the Minnesota system of inspection by the government. "That system has been in operation since 1885 and has proved satisfactory to producers and consumers. It is possible that standards fixed by the federal government would be inelastic, or would be favorable to the miller and unfavorable to the producer. Minnesota will insist upon its right to inspect grain coming into its market and federal standardization might lead to the creation of dual systems and serious friction would result. This would destroy the efficiency of our dep't and be of no merit to grain producers."

Senator Gore chairman of the Agriculture Com'ite to which the bill has been referred seems favorably disposed toward the bill and will be glad to have the views of grain dealers from all sections. The bill must receive the active support of the grain trade to get the serious favorable consideration of the present Congress, which will terminate March 4.

STUDIES ON OAT breeding, including methods employed in field work, are given in Maine Sta. Bull. 229, 1914, by F. M. Surface and C. W. Barber.

W. A. TAYLOR, chief of the Buro of Plant Industry, states that thru educational activity grading of corn for the farmer may be done by a co-operative ass'n grader at a gateway point thru which the corn moves in transit. "The work of grading at present is largely concentrated upon wheat and oats, and our estimate, in connection with the consideration of the grain standards act, was that it would require approximately 2 years under the provision of that act and with the appropriations proposed thereunder, to finish wheat and oats."—P.



While Storms are Brewing Better Sail Close to Shore.

The GRAIN DEALERS JOURNAL.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

To Remove Lint from Cotton Seed?

Grain Dealers Journal: The lint attached to cottonseed prevents accurate sowing, and it is necessary to plant in lumps or bunches. Without the lint cotton seed could be planted as we sow cowpeas, with a big saving of seed to the farmer. Where may we obtain a machine which will remove this lint without injury to the seed?—Benj. Beale, Columbia Planter Co., Springfield, Ohio.

Ans.: The Diamond Huller Co., Winona, Minn., and Bauer Bros. & Co., Springfield, O., manufacture machines similar to the one required.

Slippery Driveway.

Grain Dealers Journal: If the driveway of my elvtr. is slippery on account of snow or ice, am I legally responsible for injury to a team which may fall because of the condition of my driveway? If the driver should be hurt would I be held responsible? A team fell on my driveway because of its slippery condition, but the horses were not shod.—H. & L.

Ans.: The driver or owner of the team is responsible for injury resulting from the horses being driven upon streets, alleys, courts and driveways that have been made slippery by snow or ice. The law presumes that altho the animals may be blind, the driver is not. No blind man or inexperienced youth should be trusted to drive a team; and in view of the many accidents to pedestrians thru carelessness of irresponsible drivers the courts are holding them for damages.

Does Refusal to Honor Draft Cancel Contract?

Grain Dealers Journal:—We would like the opinion of dealers on a controversy we have with a grain company at Kansas City, growing out of a purchase by us of a car of milo maize on Oct. 22 for December shipment at \$1.20, delivered Cleveland, O.

Shipment was made Dec. 29 and draft reported to us at 10 a. m., Jan. 2. We asked the bank at Cleveland to hold this draft until we received invoice, certificate of weight and certificate of inspection. On receipt of papers, which was the next business day after our first notification, we asked our local bank to put this draft thru clearance for us; but the bank then informed us that it had a telegram from its correspondent at Kansas City not to allow us to take up draft under any consideration.

We wired them, explaining the situation and asked them to authorize our local bank to accept payment of draft as drawn. We also wrote them, but they did not see fit to answer either our telegram or letter. They have asked the Cleveland bank to return draft with B/L to them, which has been done.

We have bot in for their account a car of milo maize at an advance of 22 cents per cwt. We suspect that they purposely delayed the mailing of their invoice to us together with the necessary papers so that the draft would reach us ahead of the

papers, knowing that we would refuse to take care of the draft until we had received them.

Were we not justified in buying in this car for their account and in charging them 2 cents per cwt. for doing same?—A. L. Moore.

Ans.: Buyer can not charge seller commission of 2 cents for buying in the defaulted contract.

As a matter of business judgment, the market being up 22 cents, buyer should have taken a chance and paid the draft, and made claim if short in weight or grade.

As a matter of law, buyer can sue and get judgment in court for the reason that buyer legally was entitled to an invoice from the seller before paying draft.

Both parties, however, are members of the Grain Dealers National Ass'n, and buyer may apply for arbitration, the result of which can not be forecasted.

If buyer applies for arbitration, eliminating the 2 cents per cwt. for buying in, he will stand a fair chance of winning before the arbitration com'ite.

Recovery of Advance to Farmer.

Grain Dealers Journal: A few weeks ago I advanced \$25 to a farmer on his promise to deliver a quantity of clover seed within the next two weeks, but now he refuses to make delivery and I have found from investigation that he has no such seed. As I obtained no receipt other than his I. O. U. would it be possible for me to prosecute the man? I am in doubt because the man is supposed to be judgment proof.—J. I. M.

Ans.: The farmer is clearly guilty of obtaining money under false pretenses and the suit for recovery of your advance would be of no direct benefit in obtaining your money, such suit would give the matter publicity in your section and fellow dealers would be warned against repetitions of this sort. When advances to farmers are made, the receipt taken from him should read: "Received from _____ \$ _____ as first payment on _____ to be delivered by _____ not later than _____." With this receipt a dealer has an acknowledgement of contract and an excellent basis upon which to force collection. The safer way is to refuse to advance money to anyone. Send would-be borrowers to the bank.

Landlord's Lien in Illinois.

Grain Dealers Journal: In the Journal Dec. 25 I note on page 910 that "Landlord Has No Lien in Ohio," and would like to know what the Illinois law is like under similar conditions, and if the grain dealer is required to notify the landowners in this state.—A. McArty, mgr. E. B. Conover Grain Co., Clinton, Ill.

Ans.: In Illinois the situation is different, as the landlord is given a lien by statute; but the grain dealer is nearly as well off as in Ohio, for the reason the landlord must prove that the dealer knew the crop was grown on rented ground in order to recover from the dealer. If the dealer bot in good faith, not knowing the farm was rented or that the landlord had a lien, he is not liable. The dealer is not required to give the land owner notice of purchase. Following is the Illinois law and the result of three suits under the statute: 7069 §31.—Every landlord shall have a lien upon the crops grown or growing upon the demised premises for the rent thereof, whether the same is payable wholly or part in money or specific articles of property or products of the premises, or labor, and also for the faithful performance of the terms of the lease. Such lien shall continue for the period of six months after the expiration of the term for which the premises were demised.

One purchasing grain of a tenant with knowledge of a landlord's lien upon it, or under circumstances sufficient to put him on inquiry, is liable to the landlord for the value of the grain up to the amount of the lien.—Carter v. Andrews. 56 Illinois Appellate Ct. 646.

Burden of showing notice of landlord's lien is upon the landlord.—Brownell v. Twyman. 68 Ill. Appellate Ct. 67.

Purchaser with knowledge that crop was raised on rented premises is not a bona fide purchaser.—Cummings v. Elsholtz. 154 Ill. Appellate Ct. 457.

Can Buyer Insist on Destination Weights?

Grain Dealers Journal: Can a track buyer hold us for destination weights, when we had not agreed to it?—C. W. Watson & Son, Redkey, Ind.

Ans.: It is not necessary for the seller to agree in a separate agreement, to accept destination weights, if it was specified in the contract or card bid in the first instance, in order to be bound thereby. Almost invariably the bid specifies the market terms, weights and grades, and when shipper accepts the bid he agrees to all its terms, including destination weights, if specified.

If contract was by 'phone and both parties neglected to specify weights, they are both bound by the confirmations.

If shipper has been selling a track buyer regularly on basis of destination weights, he is bound by the course of dealing to accept destination weights, even tho not specified in the particular contract in question. The answer to the question probably will be found by reading the contract closely.

How Collect Claims for Loss in Transit?

Grain Dealers Journal: We would like to hear from other dealers thru the Journal as to their experience in collecting claims when cars went thru in apparent good condition.

We shipped a car of wheat to a mill at Goshen, Ind., and it fell short 65 bus., causing a loss of \$62.72. Three months later we shipped a car to the same mill, and it was short 51 bus., loss, \$48.96. We sold that mill 20 cars that season, some weighed out the same as our loading weight, some were short a few bus., and a few were over a few bus.

We at once put in a claim for loss on these two cars, but the railroad company states that the cars went thru in good condition when delivered. Our grain is weighed on a hopper scale very carefully and run direct into car.—Middlebury Grain Co., Middlebury, Ind.

Application of Shipments on Sale?

Grain Dealers Journal: In June I sold a commission firm 2,000 bus. of oats, and on July 25 I billed a car to this firm intending it to apply on my sale. Returns came some time later, and in the hurry of threshing season I never noticed that this car had not been applied as I intended on my sale. A car shipped later on consignment was applied on the sale, showing me a serious loss.

Having made a sale is it customary to advise the persons to whom sale is made that cars are to be applied on contract or is it generally taken for granted that first shipments made are to apply on contract if not otherwise stated?—A. W. Millison.

Ans.: Quite frequently it happens that the shipper neglects to notify the receiver that the car is to be applied on contract. Under such circumstances most receivers would get in touch with the shipper by 'phone or wire to get definite instructions; and in some cases where the shipper has different contracts to arrive for 10 days, 30 days and 60 days' shipment, it is indispensable that the receiver get advices on which contract to apply or whether to sell for account.

On receipt of returns the shipper should immediately have notified the receiver that it had been his intention to apply on contract, the receipt of returns being a sufficient reminder to shipper that he must have forgotten to advise the receiver in the first instance.

It is customary to advise the persons to whom sale is made that cars are to be applied on contract.

The receiver, if he had regularly been buying on contract only and never had consignments to be sold on account for this particular shipper, could, if he chose, rely on the course of dealing and apply the car on contract, without having received instructions to do so.

Remedy Leaning Elevator.

Grain Dealers Journal: My elevator has been leaning slightly for some time, but within the last month this "lean" has become greater and is now of such proportions as to give me concern. What would be the best thing for me to do?—Michigan Operator.

Ans.: The cause of the elevator leaning to one side should first be determined, and if the structure is of studded construction, a local carpenter may be able to straighten it. If of heavy cribbing or concrete, the builders should be consulted. Jack screws have often been used successfully where a cribbed elevator commenced to sag, but the jacks are used principally where the foundation is giving way.

Recovery for Excess over Billed Weight?

Grain Dealers Journal: If a party bills a car out wrong and finds later on checking over weights that he had made an error and had not given the actual weight, can he get recourse for the shortage if the state weight is more than he billed the car, yet less than the actual weight of the grain as per correct weights? Can I put in a claim for shortage now?—W. S. Trask, Oakes, N. D.

Ans.: Shipper can recover for the full actual amount loaded into the car regardless of the amount at which billed. It will be necessary for him to prove that he made an error, and that his actual weights are supported by evidence. Shipper even can recover the amount that his own weights exceed the state weights, if his proof of weight is stronger than that of the state. If both his own and the state proof of weight are equally strong, he has a claim against the railroad company for the difference, for loss in transit. The difference between his billed weight and the state weight did not, of course, leak out in transit, and his claim for that difference will be against the buyer, not the railroad company.

AUSTRALIA'S SHORT CROP of wheat has caused the government to remove its import duty on that grain.

SWINE in the United States on Jan. 1, 1915, numbered 64,618,000, an increase over the same date last year of 9.6%.

EFFECTS of disinfectants on germination of grain are reported by A. Frassi in *Staz. Sper. Afr. Ital.* 46, 1913. Tests were made with wheat after exposure to the action of different disinfectants.

SUPPLIES OF WHEAT in Switzerland are sufficient for only 23 days. The government of that country has monopolized the importation of wheat during the war, due to difficulties raised by England, were cargoes consigned to individual concerns.

THE GOTEBORG city council has recommended that the city of Gothenburg, Sweden, appropriate \$187,600 for the purchase of grain and flour to be held as reserve should imports be cut off. In addition \$80,400 has been appropriated for a reserve of food other than grain and flour

HUNGARIAN Minister of Agriculture has ordered that all persons of that country when making bread mix wheat or rye flour with 30% of coarse meal or potato flour. All who possess grain in excess of their own needs are ordered to market the surplus and a hint is given that if these orders are not obeyed willingly other measures will be taken.

SHIPMENTS OF WHEAT from countries of origin for 1914 aggregated 188,000,000 bus., compared with 277,000,000 bus. in 1913. United States and Canadian shipments were 32,000,000 bus. larger, but Russia shipped only 672,000 bus., compared with 76,000,000 a year ago, and the Balkan, Argentine and Australian shipments also showed big losses.—Bradstreets.

War Affecting the Grain Trade.

FREIGHT RATES on wheat from Argentina to Europe were advanced 1s 6d Jan. 15, making the rate per bu. 41 $\frac{1}{8}$ c.

BUDAPEST, the leading grain market of Europe, quoted the price of wheat on Dec. 24 at \$2.25 per bu. Rye and barley are correspondingly high.

THE SWEDISH GOVERNMENT has decided to confiscate all the foreign barley held in that country, in an endeavor to prevent the price from being advanced.

REPRESENTATIVE GORMAN of Illinois has introduced a bill at Washington prohibiting the exportation of foodstuffs whenever the price is advanced beyond the market price of 1912.

THE BRITISH government has increased its number of transport vessels to 1,500, adding somewhat to the congestion of vessels at London. Lack of dock hands and warehouse space is a further difficulty.

RESOLUTION of C. M. Bendixen, requesting Congress to oppose any steps toward placing an embargo upon export of foodstuffs to belligerent nations, has been recommended for adoption by the House.

OAT MILLERS of Sydney, Australia, have notified the Necessary Commodities Com'sn of their intention to increase the price of oatmeal and give the reason for such action the recent advance in the price of oats to \$1.04 per bu.

TO VERIFY CORRECTNESS of manifests in the issuing of certificates to vessels, Collector Malone of New York is assigning a customs inspector to supervise the loading of grain cargoes at that port. It is expected the system will soon come into general use.

NEW SOUTH WALES farmers have been induced to make extensive increases in wheat sowings by the government's guarantee of 4s per bu. for all wheat grown on excess area. The increased acreage is estimated at 800,000, producing a yield of 10,000,000 bus.

BRITISH GOVERNMENT has prohibited the firm of Goldstuck, Hainze & Co., London exporters, from conducting any further business over English docks, alleging that thru its New York representative the firm is responsible for shipments of copper to Germany.

DISCARDING the small sized loaves of bread, and producing nothing but uniform 10c loaves was recommended at a meeting of bakers held at Chicago Jan. 19. As most of the money received for bread goes to pay for the making and distributing, the large loaves can be produced almost as cheaply as the smaller, and a campaign was planned for popularizing the larger loaf with housewives.

THE GERMAN LAW regulating prices has been altered, the new regulation stating that the price is to be that prevailing at the place of delivery, but resales by traders can be made at a higher price, this however not to exceed 97c per ton, inclusive of commission and small payments, but not including freight or sacks. Sack hire is fixed at 24c per ton, and for the sale of sacks, \$2.20 for the small size and \$3.36 for the 3-bu. size.

CIVIL MAGISTRATES of Fiume, Austria, have fixed the maximum price of grain per 100 lbs. as follows: Wheat, \$4.46; rye, \$3.69; barley, \$3.27, and corn, \$2.81. The quotation on wheat is equivalent to \$2.67 per bu., and while supposed to represent the maximum price of wheat, has become the minimum as well. Wheat flour is sold at \$7.48 per 100 lbs.

STEAMER DACIA, which is ready to sail from Galveston for Rotterdam with a cargo of cotton valued at \$700,000, will carry government insurance at a cost of \$21,000. It is confidently expected that the British will seize the Dacia before its destination is reached, and the government wishes to settle the question of whether this country can place under American registry a vessel formerly belonging to, or under control of a belligerent.

Election at St. Louis

Roger P. Annan, Jr., has been unanimously elected president of the St. Louis Merchants' Exchange, and holds the honor of being the youngest man given the duties of presidency in the 55 years of the Exchange.

Mr. Annan, the junior member of Annan Berg & Co., joined the Merchants' Exchange in 1899. He has devoted 8 years to the welfare of the St. Louis Exchange and his recent election is a recognition of the valuable work accomplished on the arbitration com'ite, in the weighing buro, and as a director, second vice-pres., and first vice-pres. With experience in all of these departments Mr. Annan is unusually well qualified to hold the important position of head of the institution and the only 36 years old, a successful administration is predicted by all who know him. The engraving of Mr. Annan shown herewith is from a recent photograph.



Roger P. Annan, Jr., St. Louis, Mo.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

ILLINOIS.

Pana, Ill., Jan. 11.—Practically no corn will be shipped from here.—Geo. Barrett & Son.

Harmon, Ill., Jan. 19.—The Farmers Elvtr. was closed recently on account of car shortage.—E. N.

Roby, Ill., Jan. 19.—Wheat and oats about all sold and shipped out; very little in farmers hands.—Alven Yeaman, mgr. Roby Grain Co.

Peoria, Ill., Jan. 2.—Receipts of grain at this market for December were 214,000 bus. of wheat, 1,315,000 bus. of corn, 790,500 bus.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

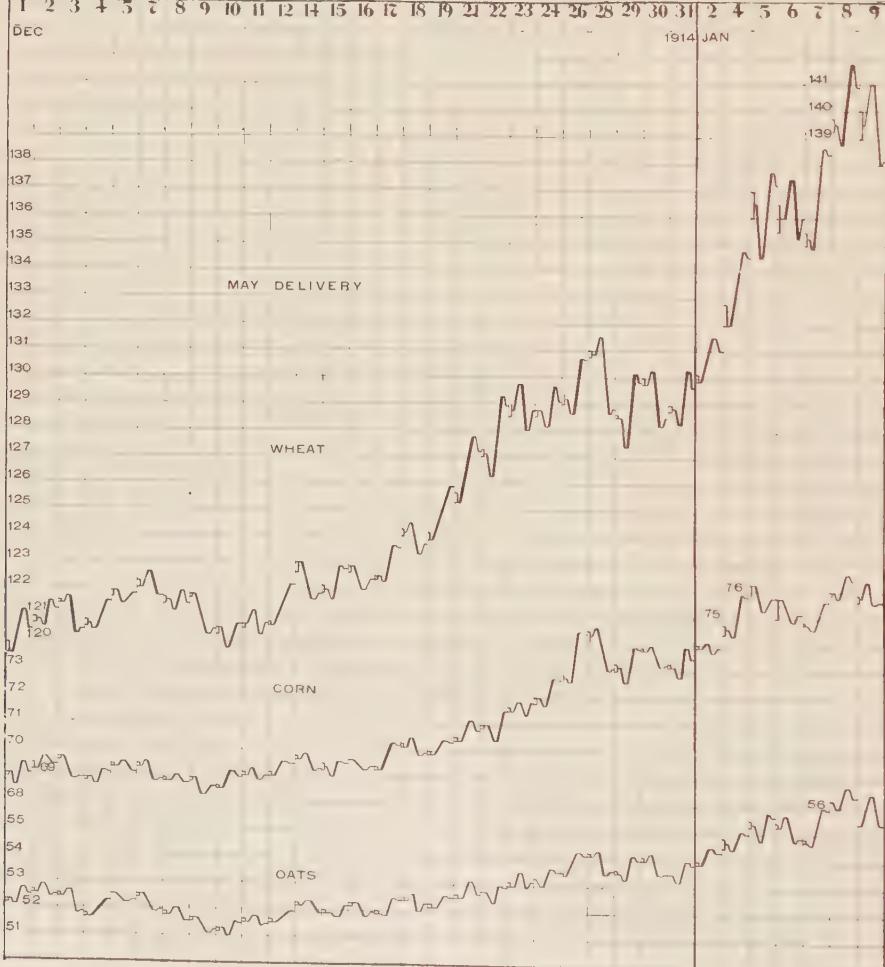
MAY WHEAT.

	Jan. 11.	Jan. 12.	Jan. 13.	Jan. 14.	Jan. 15.	Jan. 16.	Jan. 17.	Jan. 18.	Jan. 19.	Jan. 20.	Jan. 21.	Jan. 22.	Jan. 23.
Chicago	134 1/2	138 1/2	140 1/2	142 1/2	145	141 1/2	142 1/2	139 1/2	143	142 1/2	143 1/2	144 1/2	
Minneapolis	130 1/2	133 1/2	136 1/2	137 1/2	139 1/2	126 1/2	136 1/2	134 1/2	136 1/2	137 1/2	137 1/2	138 1/2	
Duluth	132 1/2	135 1/2	138 1/2	140	141 1/2	138 1/2	138 1/2	136 1/2	138 1/2	139 1/2	140	140	
St. Louis	131 1/2	134 1/2	137 1/2	139 1/2	142	138 1/2	139 1/2	137 1/2	140	140 1/2	140 1/2	141 1/2	
Kansas City	127 1/2	131 1/2	133 1/2	135 1/2	138 1/2	134 1/2	135 1/2	133 1/2	136 1/2	136 1/2	136 1/2	137 1/2	
Milwaukee	134 1/2	138 1/2	140 1/2	142 1/2	145	141 1/2	142 1/2	139 1/2	143	143 1/2	143 1/2	144 1/2	
Toledo	136 1/2	140 1/2	143 1/2	145 1/2	148	141 1/2	143 1/2	143 1/2	143 1/2	146 1/2	147	147	
Baltimore*	138	141 1/2	145	147	149	145 1/2	146 1/2	143 1/2	146 1/2	147 1/2	147 1/2	148 1/2	
Winnipeg	134 1/2	137 1/2	139 1/2	140	142 1/2	140 1/2	140 1/2	141 1/2	142 1/2	142 1/2	142 1/2	143	

MAY CORN.

	Chicago	Kansas City	St. Louis
January delivery	74 1/2	74 1/2	75

*January delivery.



of oats, 82,800 bus. of rye and 216,000 bus. of barley; compared with 150,600 bus. of wheat, 1,828,100 bus. of corn, 658,913 bus. of oats, 61,200 bus. of rye and 377,400 bus. of barley for December, 1913. Shipments were 135,000 bus. of wheat, 697,510 bus. of corn, 737,600 bus. of oats, 128,000 bus. of rye and 168,790 bus. of barley; compared with 98,500 bus. of wheat, 936,730 bus. of corn, 866,600 bus. of oats, 31,200 bus. of rye and 207,473 bus. of barley for December, 1913.—John R. Lofgren, Sec'y Board of Trade.

IOWA.

Badger, Ia., Jan. 20.—Grain movement has been heavy this season. We handled 242 carloads of grain in last 6 months of 1914.—Farmers Elvtr. Co.

KANSAS.

Amy, Kan., Jan. 22.—Most of corn in farmers' hands still; about 15% wheat in farmers' hands.—Sharp Bros.

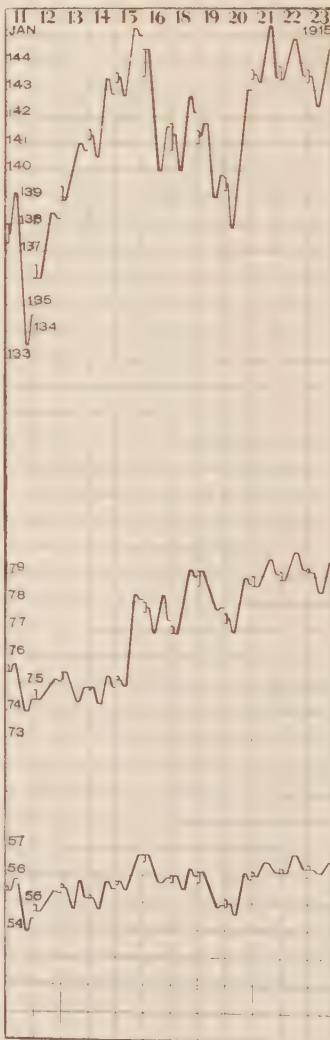
Haggard, Kan., Jan. 15.—About 140,000 bus. of this wheat crop has been shipped from this station; not more than 20,000 bus. left in farmers' hands; there will be little movement of other grain either in or out of this station.—A. C. Woodruff, mgr. Farmers Grain & Coal Co.

LOUISIANA.

New Orleans, La., Jan. 2.—Receipts of grain at this market for December were 34,349,000 bus. wheat, 3,064,000 bus. corn, and 4,304,000 bus. oats; compared with 14,049,000 bus. wheat, 4,429,000 bus. corn and 3,268,000 bus. oats for December, 1913.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during last two weeks at Chicago are given below. For complete collection of similar charts back 10 years see The Journal's Chart Book.



Shipments were 31,492,000 bus. wheat, 1,754,000 bus. corn and 1,378,000 bus. oats; compared with 14,357,000 bus. wheat, 4,091,000 bus. corn and 189,000 bus. oats for December, 1913.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

Big Spring, Md., Jan. 18.—Unsettled market makes farmers rather fidgety; most are willing to sell wheat between \$1.25 and \$1.35; corn good as gold and scarce as hen teeth.—Guy K. Angle.

MICHIGAN.

Michigan, Jan. 13.—Beans had been moving freely but now account higher prices growers are holding back; exporting this year.—Isbell-Brown Co., Lansing.

MINNESOTA.

Eden Prairie, Minn., Jan. 19.—About $\frac{1}{4}$ wheat still in farmers hands; no corn, oats or rye to offer; all sold out.—F. F. Miller.

NEBRASKA.

Fairbury, Neb., Jan. 16.—Nearly all corn raised within radius of 50 miles will be consumed at home; no surplus for shipment; 10% of wheat in farmers hands.—F. G. Endleman.

OHIO.

Sidney, O., Jan. 16.—Roads and weather ideal for movement of corn and oats; 50% of corn and 80% of oats will be marketed by end of month.—E. T. Custenborder, E. T. Custenborder & Co.

WISCONSIN.

Milwaukee, Wis., Jan. 2.—Receipts of grain at this market for December were 538,550 bus. wheat, 3,763,800 bus. corn, 2,401,600 bus. oats, 2,140,040 bus. barley and 705,970 bus. rye; compared with 639,400 bus. wheat, 3,601,360 bus. corn, 1,854,000 bus. oats, 1,039,600 bus. barley and 358,600 bus. rye for December, 1913. Shipments were 473,347 bus. wheat, 3,452,599 bus. corn, 2,539,244 bus. oats, 568,552 bus. barley and 707,492 bus. rye; compared with 312,190 bus. wheat, 1,788,016 bus. corn, 1,584,464 bus. oats, 421,047 bus. barley and 307,305 bus. rye for December, 1913.—H. A. Plumb, sec'y Chamber of Commerce.

Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during November, 1914; compared with November, 1913; and for the 11 months ending Dec. 1, 1914; compared with the corresponding period ending Dec. 1, 1913, as reported by A. H. Baldwin, Chief of the Bureau of Statistics, were, in bus., as follows:

IMPORTS.

	November, 1914.	11 mos. ended, 1914.	Dec. 1, 1913.
Wheat.	110,435	127,039	1,705,505
Corn...	799,754	1,632,643	15,155,611
Oats...	30,146	5,132,308	9,421,313
*Rice... 13,937,252	21,699,389	241,613,817	220,424,424
Beans...	89,396	106,918	1,443,086
Dr. peas	41,071	104,692	728,805

EXPORTS.

Wheat...	19,182,115	3,851,492	144,986,182	93,782,137
Corn...	2,153,442	444,173	10,845,383	44,513,962
Oats...	7,090,696	22,484	29,860,151	5,236,116
*Rice...	5,377,304	758,830	43,244,455	31,196,845
Barley...	2,576,551	603,778	16,134,509	12,421,650
Rye....	1,823,694	61,151	6,157,464	1,979,310
Buckwheat	36,890	162	37,531	1,469
Beans & dr. peas	99,962	34,566	425,929	313,430

EXPORTS OF FOREIGN GRAIN.

Wheat...	95,102	53,000	808,791	74,100
Corn...	8,943	.....	21,314	21,584
Oats...	.....	.....	767,481	2,750
*Rice...	2,001,569	633,727	24,403,216	12,144,350
Beans...	10,125	2,902	49,246	25,420
Dr. peas	21,670	11,050	236,211	235,097

*Including cleaned and uncleansed rice, broken rice, rice flour, meal, bran, and polish, stated in lbs.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Ponterix, Sask., Jan. 7.—Short crops last season.—T. H. Kavanagh.

ILLINOIS.

Pana, Ill., Jan. 11.—Corn crop was almost a failure.—Geo. Barrett & Son.

Astoria, Ill., Jan. 15.—Wheat looks fine; has been protected by good blanket of snow which has melted, leaving fields bare at present.—J. C. Van Antwerp, agt. Bader & Co.

INDIANA.

Kennard, Ind., Jan. 15.—Largest acreage wheat sown here in years; looking fine.—J. C. Hahn, Hahn & Studebaker.

Middlebury, Ind., Jan. 11.—Wheat entered winter looking fine; some looked poor account fly; average acreage sown; fair acreage of rye was sown last fall; not much oats raised here last year.—C. F. Troyer, mgr. Middlebury Grain Co.

KANSAS.

Amy, Kan., Jan. 22.—Winter wheat looking good; fair crop corn.—Sharp Bros.

Winfield, Kan., Jan. 23.—Good surface moisture; some estimate ground is soaked to depth of 3 ft.; had good level snow of 3 in. Thursday night which afforded splendid protection from present cold snap; wheat plant is short; some is brown looking on top but recent wet weather is bringing out green color next to ground.—G. Clinton Adams.

LOUISIANA.

Shreveport, La., Jan. 20.—Plans for seedling acreage to grain instead of cotton are going ahead. Mason Snowden, state agent in charge of government co-operative farm demonstration work reports a sentiment favoring a general reduction of the staple. 50% of the cotton acreage of other years will go to grain, largely oats. A meeting was held here January 8, at which time the Northwest Louisiana Farmers' Cooperative Ass'n was formed, which voted a reduction on this scale for the parishes of Caddo, Bessier and De Soto. The amount of credit a farmer can obtain, it was agreed, will be not upon how much cotton he plants, but how small is his acreage, this method being followed to bring about diversification.—W.

MARYLAND.

Big Spring, Md., Jan. 18.—Wheat crop in Cumberland Valley and Blue Ridge region looks promising.—Guy K. Angle.

MICHIGAN.

Lansing, Mich., Jan. 13.—The crop of beans for this state is below average, altho larger acreage was sown; in some sections only about 50% yield; about 5 lbs. of dirt to the bu.; must be cleaned; color is a little off; not as brilliant as ordinarily; total yield about 12,000,000 bus.; crop smaller account adverse weather; beans subject to anthracnose.—Isbell-Brown Co.

MONTANA.

Denton, Mont., Jan. 19.—Had good crop this year; every indication for bumper crop next year.—Anderson & Ravitch.

NEBRASKA.

Fairbury, Neb., Jan. 16.—Winter wheat in excellent condition.—F. G. Endleman.

NORTH DAKOTA.

Watford sta. (Arngard p. o.), N. D., Jan. 20.—Good crops; good grain point.—H. L. Kuebler, mgr. Watford Grain Co.

OHIO.

Sidney, O., Jan. 16.—Winter wheat and rye in this vicinity looks fine.—E. T. Custenborder, E. T. Custenborder & Co.

OKLAHOMA.

Oklahoma City, Okla., Jan. 16.—Condition of growing wheat good.—C. F. Prouty sec'y Okla. G. D. A.

Frederick W. Eva Dies.

Frederick W. Eva, chief grain inspector of the Minnesota Railroad and Warehouse Com'sn, died Jan. 19 of heart disease at his home in St. Paul, 54 years of age. He was taken ill a few days before while in Washington, returning home on the 18th, apparently greatly improved. His mission to the capitol was the hearing by the Congressional Com'ite of arguments against the Moss grain grades bill.

Mr. Eva, in 1893, was employed to look after the grades of grain received by the Van Dusen-Harrington Co. at Duluth, Minn. Leaving that position in 1899 he was appointed a member of the Board of State Grain Appeals at Duluth, and on Aug. 1, 1901, was made Chief Deputy Inspector of Grain at that city. The following year, upon the resignation of Chief Inspector of Grain L. D. Marshall, Mr. Eva was appointed to fill the vacancy, holding the position for the remainder of his life, with headquarters at St. Paul.

He was an exceptionally good judge of grain and with his executive ability was well qualified to fill the difficult position. Eminently fair, and absolutely honest, he could not be influenced to do anything which had the slightest taint of not being right, and for this reason he enjoyed the confidence and respect of his associates and all who knew him. A portrait of Mr. Eva is reproduced herewith.

EXPERIMENTS with Chinese corn, conducted at San Antonio, Tex., indicate that production can be increased by closer spacing of the plants, ears having been produced with the plants only 2 inches apart. With 8 inches between stalks the yield was over 3 times as great as when the distance was 3 feet.—P.

JOE LEITER testified the other day that it cost him a cool \$10,000,000 to put wheat up around the \$2 mark a few years ago, but his dad footed the bill. The combined energies of the kaiser, kings, emperors and president in Europe have succeeded in bringing the great staple up to within 50 points of Leiter's record, after spending about two and a half billions of dollars, with their subjects putting up the coin. The American speculator still appears to have the edge in getting quick and economical results in buling the market.—*New West Trade.*



F. W. Eva, St. Paul, Minn. Deceased.

Elevator Observations.

BY TRAVELER.

OFFICES of grain dealers at country points have not differed much for many years, in fact, some of the old-time firms had well appointed offices. Hughes Bros. occupy a building for their office at St. Anne, Ill., which has been used as a grain office by their family for 41 years. The brothers have conducted a grain business here for 25 years and their father occupied it for the same business 16 years before. The office is still in good condition, and giving good service, as is evident from the engraving reproduced here-with.

* * *

FLAT ROOFS are always to be avoided on an elevator or any building close to the elevator, because the flatter the roof the more certain will it provide a permanent lodging place for sparks emitted by passing locomotives. Such roofs also afford a lodging place for corn husks, cobs and elevator dust, resulting in a still further increase of the fire hazard. At Taylorville, Ill., I saw attached to an elevator a corn crib with a roof having just enough incline to drain the water. Of course this resulted in some of the water going into the crib and causing the deterioration of the corn it contained. Long corn cribs of this character should never be built closer than 50 ft. to the elevator proper, because it is sure to increase the fire hazard of the elevator, even though it does not result in an increased rate for insurance.

* * *

DRIVEWAYS leading into the elevator will eventually be covered, or else not be built so steep. Just enough serious accidents are occurring as the result of steep, slippery driveways, to take the year's profits out of the pockets of some dealers. Those who have steep driveways and are not willing to reconstruct them, so as to reduce the grade, should see to it that the driveway is well protected against balking horses, and in icy weather it should be covered with ashes or sawdust, so as to prevent horses slipping and falling. While calling at a Tracy, Ia., elevator recently, just after a light snow had fallen, one of the farmers' horses, which was trying to pull a light load of grain up an incline, slipped and fell, with the result that much extra work was made necessary, altho fortunately no one was injured and no damage was done. The less dangerous the driveway, the more attractive must the elevator be to the observing farmer, who has grain to sell.



The Hughes Family has bot Grain here for 41 Years.

LOADING STATEMENTS are not used by many country elevator men whom I have visited. At Pickrell, Neb., I recently found forms being used by the Pickrell Elvtr. Co., which contained some excellent points for shippers who are determined to prevent errors and to facilitate the collection of claims for grain lost from car in transit. No self-respecting claim agent will refuse to pay a claim, if the shipper convinces him that the grain was put into the car as claimed and was unloaded at a point where reliable weights can be obtained. This form is put up in pads, which are supplied to the elevator man who loads the grain into the car, and contains blank spaces for the following information:

Pickrell, Neb., Dec. 11, 1914.

Kind of Grain	Oats
Grain doors used	4
Burlap used	4 yds.
Paper car lining used.....	10 sheets
Firm shipped to Grain Commission Co.,	
Omaha, Neb.	
Car seal number, one side, 714; other, 715	
Car seal number, one end, 716; other 717	
Car initials.....	C. B & Q.
Number	95,141
Capacity	60,000 lbs.
Hopper scale weights.....	1,280 lbs.
	1,310 lbs.
	1,340 lbs. etc.
Total Pounds	53,714

(Signed) Joe Blank.

Weigher and loader for Pickrell Elvtr. Co.

If every grain shipper took this means of recording all facts relating to each carload of grain shipped, and of sending a carbon copy, advising the commission man regarding the shipment, the collection of claims would not be such an arduous matter as some shippers now make it.

DISCUSSION.—My observations are, in fact, but the reflection of the convictions of grain dealers I meet on the road, and I give the information for the benefit of those who are interested in what their brother dealers are doing. This department could be made of much more interest and value to the trade, if more readers would discuss in our department devoted to "Letters" their views of the observations offered.

* * *

THE PHYSICAL condition of some grain elevators and some grain elevator offices is such as to convince the observing caller that the man who runs the shop has lost all interest in it, and is simply spending his time there because he has no place else to go. Some of the elevator offices actually look as though they had not been cleaned for several years, and the men in charge deem themselves so busy that they have hardly time to be civil. In Nebraska I found an elevator manager in charge of a clean, well lighted, attractive office, and much to my surprise, he handles 125,000 bus. of grain annually, conducts a flourishing implement business, as well as handles some building material and coal, and he was doing all the work himself. To my amazement his engine looked cleaner than when it came from the shop, and the engine room was free from rubbish and dirt. His scale beam must have been cleaned occasionally, because you could easily read the figures at a distance. This man had his driveway swept clean, and the wheel tracks covered with old rubber belting, so as to protect the wood flooring. It is needless to say that he will not have to go to the expense of new floor for his driveway for some years to come. His only excuse for keeping his elevator and office in apple pie order was that by having everything in working order, it was easy for him to care for business when it came, and he did not lose a customer because of his inability to care for his wants.

IMPORTANT FRENCH banks have abolished the moratorium and are making payment of deposits on demand.

THE SWISS GOVERNMENT has decided to make the importation of wheat a government monopoly during the war.

THE AGRICULTURAL appropriation bill permits the expenditure of \$72,920 by the Bureau of Plant Industry to investigate handling, grading and transportation of grain and the fixing of grades.—P.



Flat Roofs on Buildings Adjoining Elevator at Taylorville, Ill.

Chicago Reports on Condition of Grain Cars Unloaded.

At a conference called by the weighing com'ite of the Chicago Board of Trade held in the Board building Jan. 23 the chairman of the com'ite declared that it was the purpose of the Chicago Board to grant shippers the request that the Board of Trade weighing department supervise the handling of cars from the time of their arrival in the outlying yards until unloaded at the elevator, and that the com'ite will so recommend to the directors of the Board if satisfied that shippers in general are willing to bear the additional expense of 25 cents per car for handling the grain thru the Chicago market.

The shippers to the market were directly represented at the conference by Victor Dewein, of Warrensburg, pres. Illinois Grain Dealers Ass'n; Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, Des Moines, Ia., and T. A. Bryant, sec'y Missouri Grain Dealers Ass'n, St. Louis, and indirectly by the grain receivers, Adolph Gerstenberg, Ed. Doern, J. J. Fones, Geo. L. Stebbins, F. D. Stevers, P. H. Schifflin and Lowell Hoit. E. A. Bowles, of Algona, Ia., was the only country shipper present. H. A. Foss, Chief, and J. A. Schmitz, Assistant Board of Trade Weighmaster, supplied the speakers with information.

Ralph Schuster, chairman of the weighing com'ite, called the meeting to order.

Mr. Wells: There is some opposition that the fees would amount to more than the claims collected. Cars become in a leaking condition after arrival at Chicago while being switched, and the car repairers get there as soon as possible. Our people were almost unanimous in favor of paying a fee of 25 cents per car for this service. It has been said that the state law requires the sampler to do this work, but they have not time to do it and get on the other side of the train. If the weighing department had this work in its hands it would discourage a great deal of stealage while cars lay around in the yards 2 or 3 weeks.

Mr. Schuster: If they are willing to pay for it we are willing to give it to them. How many members are there in your Ass'n? Do the average claims of country shippers amount to \$50 in a year?

Mr. Wells: Yes, more than that.

Victor Dewein: The Illinois Ass'n a few years ago adopted a resolution requesting the different markets to adopt a condition blank. Cars delayed run the risk of being tampered with. I have collected

some claims by reason of information from the inspector who kindly made the report on cars which arrived at elevator with no apparent leak.

Mr. Schuster: The overhead expense is going to be heavy. It would require 22 men.

Mr. Bryant: Our members would be willing to pay any reasonable fee, especially for service in the outlying yards.

Mr. Schuster: This would establish a complete record from the time the car arrived in the outlying yards until unloaded.

H. A. Foss: This came up about 7 years ago, and I convinced some of them that they would not make any money by it. The condition blank was originated by the Chicago Board of Trade Weighing Department. We have fewer leaks than any other department. Our leak blanks are pretty near all paid by the claim agents. When we get a complaint on a car for which we may have sent out a clean certificate we get the seal record and the repair track man. In that way we give the country shipper the benefit of everything that is on record on the railroad company's books. There are some things that do not get on the books. I do not think that we will have to charge 25 cents. We can start on that, but probably can reduce the expense. It does mean some clerical work.

Mr. Wells: Is there not a lot of stealage in the yards?

Mr. Foss: There is a railroad that is weighing grain on a track scale, taking out the grain in excess of 10 per cent and selling it. The seal record would show that the car had been opened and it would be up to the railroad company to explain. You ought to have a man in the outlying yard before daylight and follow the inspection sampler to see that the cars were resealed. I would not suggest that we put in this new service on all small roads. It would be foolish to put it in on the Mich. Central, Lake Shore and Nickel Plate, as they don't bring in enough cars.

Mr. Hoit: Our firm has a man who collects claims, and he has compiled a record showing the amount collected by each shipper, and we found the average to be \$20 per shipper for a year. We should submit this to the trade at large, not only to shippers in the Ass'n, to ascertain whether they will pay the difference between \$20 and \$40.

Mr. Wells: How much would he collect if he had the evidence? Suppose the system was put into operation, would it be a difficult matter to discontinue?

Mr. Foss: It would be a good trial.

Weighing of grain is not 20 per cent of our work; the other 80 per cent is watching the cars, the sweeping, the emptying of cars, and claims. We are overstepping our powers 20 per cent now.

Mr. Wells: Are not the railroads careful to repair leaking cars before they go to the elevator?

Mr. Foss: Yes, the careful roads do. We have 11 per cent of leaks, and under the new system we will get 20 per cent, but this is a mere guess. In the last four months the volume of business has been so heavy that we have not had the men to spare. Some samplers are not doing their duty. We propose to label these men. I would like to have the other markets stop it.

Mr. Hoit: I believe it is only right that the Sec'y of the Board of Trade send out a postal card to all shippers, stating the proposition and asking them to return a ballot expressing their preference pro and con.

Mr. Doern: If the country shipper is willing to pay the fee on all cars, I do not see why the commission men should object.

Mr. Dewein: It has been discussed a number of times by the Illinois dealers and there will be a little opposition. My experience is that it would pay me.

Mr. Bowles: If we increase the liability of the railroads they will be more careful to prevent leakage. I would be willing to pay the extra fee and have the satisfaction of knowing that every car was having the best attention of the weighing department from the time it arrived at Chicago until it was unloaded. You have a hard time collecting from the railroad unless you have a report from Mr. Foss showing the car to have been in a leaking condition.

Mr. Schuster: What we want is authority from the various state organizations before putting it into effect.

Those present unanimously agreed that the consensus of opinion was that the Sec'y of the Board of Trade place the matter before the officers of the regular state grain dealers ass'ns, and on a receipt of their approval the weighing com'ite of the Chicago Board would recommend to the directors of the Board of Trade that the proposed system of car condition reports be inaugurated.

Adjourned.

NEW YORK, N. Y., Jan. 23.—Alfalfa will play a very large factor this season. All dealers are busy with red clover, and alfalfa seems to be neglected, but April, May, June and July are pretty heavy alfalfa months, and without sufficient stock and supplies prices are bound to go up. The little American crop is bought up. France has also nearly sold out. They traded mostly with Switzerland, Holland and Italy. Italian seed is not much good. Pretty brown in color, containing a lot of buckhorn, and is weedy. This especially applies to some of the so-called Spanish seed offered on the market lately. Argentine seed is also nothing extra, and some of it is badly mixed, but occasionally nice parcels come to this market of South American seed. Germany seems to have a little old crop of Turkestan seed, and if anyone has the courage of paying for the seed on the other side, bargains can be bought up of good quality seed. But as a whole, the source of supplies are far below the average, and we will see prices which will astonish even the veteran seed man.—I. L. Radwaner.



A Fallen Horse on Driveway of Hogate & Lyman, Tracey, Ia. (See facing page.)

Council of Grain Exchanges Meet in Chicago

The 6th annual meeting of the Council of Grain Exchanges was called to order in the directors' room of the Chicago Board of Trade at 2:30 p. m., Jan. 21, by Pres. J. C. Murray, of Chicago.

The constituent grain exchanges were well represented, most of them by the familiar faces of the delegates who had attended meetings of the Council in past years. John L. Messmore was missed. T. A. Grier, an old time grain man, represented Peoria for the first time. Magnuson and Brown, as formerly, had an eye single toward solid achievement by the Council.

Pres. J. C. Murray of Chicago made no address, calling immediately upon Pres. C. H. Canby of the Chicago Board of Trade, who welcomed the delegates.

The sec'y reported that there had never been a time since 1909 when there has been so much legislation to consider.

The com'ite of five appointed to work with the Grain Dealers National Ass'n legislative com'ite, he said, had reported thru Chairman Geo. H. Davis that they were evenly divided, and that consequently this Council is not on record as opposing or favoring the grain grades act bill.

"Chairman Adamson is opposed to the Pomerene bill but the campaign for its passage has been conducted actively by your ass'n."

The sec'y told of a trip to the Northwest to cultivate a friendly feeling for the Exchanges, one-third of the expense being borne by the Council.

"San Francisco has sent us an engraved invitation urging us to hold our June meeting at San Francisco."

"There has been appropriated \$11,400 for crop improvement work. There has been \$15,000 collected. With a balance of \$685.46 in the general fund, this makes, with \$5,422.99 in the crop improvement fund, a total of \$6,108.45 in both funds, the largest total at any January meeting in the history of the Ass'n."

C. A. Macdonald, Duluth, read a letter showing that several editorials favorable to the exchanges had been printed in one newspaper following the sec'y's Northwestern trip.

Treas. John W. Snyder, of Baltimore, read his report showing the receipts since June 16 to Jan. 21. With the \$7,036.67 on hand at that time the subsequent receipts brot the total amount to \$15,436.67. The report was referred to Mr. Macdonald as the auditing com'ite.

J. C. F. Merrill: In New York some three or four summers ago I called your attention to the need of carrying on a campaign of education and I was penalized by being chosen to promote the work. We have been successful in having published in the farm papers many articles explaining the true functions of the exchanges. Many members of the Congress are responsive to their constituency only. The present chairman of the com'ite on agriculture, Mr. Lever, told me this summer that he had been converted and that no bill inimical to the grain exchanges would get out of the com'ite.

Our sec'y delivered 40 addresses this fall in the Dakotas. I have received many letters commendatory of these addresses.

We have spent each year on the educational work less than two-thirds of our appropriation of \$500.

Herbert Sheridan, Baltimore: The bill of lading bill is in a deadlock. Chairman Adamson will not bring the bill out unless more pressure is put upon him.

C. A. Magnuson, Minneapolis: I don't see where the Pomerene bill will help us. The present B/L makes the shipper as responsible as the carrier, and the Pomerene bill stands in the same place.

Senator Cummins of Iowa has introduced a bill correcting Sec. 10 of the Pomerene bill, requiring the carrier to issue a receipt, and forbidding the carrier to exempt itself from liability by any contract.

Mr. Magnuson was granted the privilege of presenting a resolution on the Pomerene and Cummins bills and retired to draw it up.

Geo. H. Davis, chairman of the Transportation com'ite, wrote that he had nothing to report.

E. A. James, of Chicago, chairman of the Uniform Rules Com'ite, quoted the words of H. L. Goemann, "Uniform rules are a dead issue."

Clifford W. Thorne, chairman of the Iowa State Railroad Commission, gave the shippers' side of the freight rate advance question, charging that the public mind was being poisoned in favor of the carriers by misinformation industriously disseminated by the railroad companies.

Frank B. Rice, chairman of the Crop Improvement Com'ite, was absent, and Geo. A. Wegener, Chicago, reported for the com'ite that \$700 had been paid out in traveling, \$1,800 for printing and \$7,600 in salaries and conducting the office.

C. A. Brown, Minneapolis, moved the adoption of a resolution which he had stated at the June meeting he would offer at this time, with regard to dispensing with the June meetings. The resolution provided for an amendment of the rules of the Council whereby between Apr. 15 and May 15 the sec'y shall take a poll of the constituent exchanges to learn whether or not they desire a meeting to be held on the third Monday in June; if so the executive com'ite to determine the place. *Carried.*

H. N. Sager, Chicago: I move the pres. and sec'y forward the thanks of the Ass'n for the invitation to meet at San Francisco, and that the San Francisco Exchange be advised that owing to the change in the by-laws it is impossible to take definite action at this time. *Carried.*

C. A. Magnuson: I believe there is woeful lack of knowledge of the Cummins and Pomerene bills among the members of the constituent exchanges. I move that the sec'y of the Council be instructed to forward to the sec'y of each constituent exchange Senate Bill No. 387 (the so-called Pomerene Uniform Bill of Lading Bill) and also Senate Bill No. 4522 (the so-called Cummins Bill), both bills being at present in the Com'ite on Interstate and Foreign Commerce, with a request that each exchange make a study of the bills and communicate as an exchange with Mr. Adamson, the chairman, as early as possible as to the following in the two bills: Note particularly in Senate Bill 387, section 3, also section 10 and section 29, it being the belief on the part of some of the members of the Council of Grain Exchanges that those three sections should be eliminated, it being also the opinion of some of the representatives to the Council of Grain Exchanges that Senate Bill

4522 should be incorporated in and made a part, so far as practicable, of Senate Bill 387, the so-called Pomerene Bill; and that the different and constituent exchanges advise the sec'y of the Council, with a copy of their communication to Mr. Adamson.

Mr. Macdonald moved that instead of the exchanges reporting their conclusions directly to the Interstate and Foreign Commerce Com'ite of the House, they report their conclusions to the sec'y of the Council of Grain Exchanges, to be by him referred to the B/L Com'ite of the Council whenever the necessity for the action arises, if it should arise, before the next meeting.

Mr. Sager moved the adoption of the resolution presented by Mr. Magnuson as amended by Mr. Macdonald, which motion was accepted by Mr. Magnuson, seconded and carried, as follows:

Resolved by the Council of Grain Exchanges in convention assembled in Chicago, Jan. 21, 1915, that the sec'y of the Council is hereby instructed to forward to the Secretary of each constituent exchange Senate Bill No. 387 (the so-called Pomerene Uniform B/L Bill) and also Senate Bill No. 4522 (the so-called Cummins Bill), both bills being at present in the com'ite on Interstate and Foreign Commerce, with a request that each exchange make a study of the bills and report their conclusions to the sec'y of the Council of Grain Exchanges, to be by him referred to the B/L Com'ite of the Council, the B/L Com'ite to call for the action of the Council whenever the necessity for such action arises, if it should arise, before the next meeting; such study of the bills to note particularly in Senate Bill 387, section 3, also section 10 and section 29, it being the belief on the part of some of the members of the Council



Lowell Hoit, Chicago, Ill., President-elect.

of Grain Exchanges that those three sections should be eliminated; it being also the opinion of some of the representatives to the Council of Grain Exchanges that Senate Bill 4522 should be incorporated into and made a part, so far as practicable, of Senate Bill 387, the so-called Pomerene Bill.

Pres. Murray named the nominating com'ite, but Mr. Sager, for personal reasons, could not give time to it and withdrew, the com'ite then being completed by adding Mr. P. P. Donahue of Milwaukee as chairman, with D. F. Piazzek, of Kansas City; Mr. Magnuson, L. W. Forbell, of New York; Nat L. Moffitt, of St. Louis.

Pres. Canby invited the delegates to an informal banquet at 6:30 at the La Salle hotel, with a theater party following at a leading show house.

T. A. Grier, Peoria, urged the delegates to come to Peoria for the convention of the Grain Dealers National Ass'n.

Adjourned to Friday afternoon.

The Dinner.

At the informal dinner Thursday evening President Canby presided, at his right Pres. Murray of the Council and Sec'y Merrill of the Board, with other leading members, as hosts at one table, the delegates dividing their number between three tables.

After the well chosen menu had been partaken of, T. A. Grier offered a toast to Mr. Canby and to the Pres. of the Council, Mr. Murray. Mr. Canby, Mr. Murray and Mr. Merrill addressed the delegates briefly, and the diners then immediately adjourned to the theater.

Theater Party.

Three rows of seats had been reserved for the grain men at a leading show house. The amusing comedy, "Potash and Perlmutter," had a commercial flavor that appealed more strongly perhaps to the grain dealers, who keenly enjoyed it from start to finish.

Friday Afternoon Session

The afternoon session was opened by an address on the accomplishments of the crop improvement buro, Sec'y Bert Ball outlining as follows the many results obtained thruout the year:

The most difficult thing I have had to do was to make up a report of the achievements and activities of the buro. Four years ago much of this work was unheard of; today it has become the inspiration of thousands of workers. The government has undertaken the idea in its entirety.

State leaders have been elected in every state to look after improvement work and the development of the plan. We have now 347 counties which have raised sufficient money of their own to put county agents on the job. Over \$3,500,000 has been obtained from private sources to back this entire proposition within the last four years.

The Smith-Lever bill has been passed, providing \$10,000 for the work of individual states. In Illinois we have \$300,000. Between 1,000 and 1,100 neighborhood clubs have been organized in Minnesota, and other states have also done much for the farmer along this line. At these clubs or gatherings the members determine what is the most adaptable crop for their section, and they then devote their efforts to building up that particular crop. Proper seeding and cleaning of seed is discussed and also any other matters which will provide better crops.

Sec'y Ball closed his talk with an outline of the co-operation rendered by the bankers and business men of every state. These men, he said, were naturally inter-

ested, as the farmer's prosperity meant prosperity for themselves. In Missouri the bankers' ass'n has gone to the expense of appointing a man for each county to look after the work of crop improvement.

Prof. R. A. Moore, Agronomist, of the Wisconsin Experiment Station at Madison, spoke on the results obtained for the state of Wisconsin thru the work of the Dep't at Madison. He compared the efforts of the crop improvement workers to that of cattle breeders, showing how the opportunities for the man seeking the improvement of grain were vastly greater than those of the live stock man, the latter work having been carried on for a thousand years, and the duties of watching progress of certain herds, handed down from father to son for generations. Patience on the part of the grain trade, he said, was needed; reforms or improvements in any certain species of grain could not be obtained in one season, and the work of Luther Burbank was pointed to as an example of what patience and a careful study of the simple things in life can accomplish.

Prof. Moore gave numerous instances of scholars at Madison, born and raised on farms, who, after making a study of improvement methods, returned home able within one season to raise the old family mortgage and deposit a surplus in the bank. The world famous Wisconsin corn was Mr. Moore's favorite subject, and he explained in detail how he happened to discover it. Visiting large corn fields while plants were still green, he marked certain plants which were of better appearance than the others. He was seeking a corn which would not only yield a large ear, but one which would provide excellent forage for the state's cattle, Wisconsin being the largest dairy state in the Union. Therefore a large stalk with much foliage was desired. When the marked stalks produced ears they were again examined and only those ears from the plants which developed the characteristics desired, were gathered.

With all of this choice seed in his possession Prof. Moore called a conference of "his boys" at the university and portioned it out for experiments. One ear was devoted to each row in planting the following spring, and then observations were made to find the one row which suited best the needs of the state. When this was found it was merely a question of eliminating all of the other seed and the entire class devoting united efforts to breeding that one superior article. Mr. Moore's address was as educational as a course in agriculture and many of the grain men in attendance returned to their homes with the idea of transferring the information gathered, to their farmer trade.

In the absence of Prof. E. C. Johnson of Manhattan, Kan., E. C. Higbee of Minnesota was called upon for an address and entertained the convention with details of his crop improvement plan in that state. Mr. Higbee is not only trying to obtain better crops for the farmer, but is devoting much time also to improving the social conditions of small communities. Thru his efforts the West Central Minnesota Development Ass'n has been organized and the area of alfalfa increased in just one section, 12,000 acres. The movement of many Minnesota farmers into the northwest was also referred to by Mr. Higbee, who deplored this condition, stating that instead of applying scientific principles to farming in the home state a "change of luck" is looked for in far distant points.

C. A. Macdonald, chairman of the auditing com'ite, reported the treasurer's statement correct.

P. P. Donahue, chairman of the nominating com'ite, reported the following officers for the ensuing year and they were unanimously elected:

President, Lowell Hoit, Chicago; 1st Vice-Pres., C. A. Brown, Minneapolis; 2nd Vice-Pres., John L. Messmore, St. Louis; 3rd Vice-Pres., George A. Aylsworth, Kansas City; treas., John W. Snyder, Baltimore; Executive Com'ite, Charles Kennedy, Buffalo; W. J. McCabe, Duluth; L. W. Forbell, New York; E. P. Peck, Omaha; F. I. King, Toledo; and P. P. Donahue, Milwaukee.

Adjourned *sine die*.

IN ATTENDANCE.

Baltimore: John W. Snyder and Herbert Sheridan, rep. Chamber of Commerce.

Buffalo: Fred E. Pond, rep. Corn Exchange.

Duluth: W. C. Mitchell, C. A. Macdonald and M. L. Jenks, rep. Board of Trade.

Kansas City: D. F. Piazzek, rep. Board of Trade.

Milwaukee: P. P. Donahue, rep. Chamber of Commerce.

Minneapolis: C. A. Brown and C. A. Magnuson, rep. Chamber of Commerce.

New York: L. W. Forbell, rep. Produce Exchange.

Omaha: E. P. Peck, rep. Grain Exchange.

Peoria: T. A. Grier, rep. Board of Trade.

St. Louis: Nat L. Moffitt and E. M. Flesh, rep. Merchants' Exchange.

Wichita: W. F. McCullough, rep. Board of Trade.

L. F. Gates, Adolph Gerstenberg, Geo. S. Green, E. A. James, J. C. Murray, H. N. Sager, J. J. Stream and Geo. A. Wegener were among the Chicago Board of Trade members present.

A CARLOAD OF CORN has been given the Belgian Relief Ass'n by the Western Elvtr. Co., Toledo, Ia.

CEREAL PATHOLOGISTS of the Buro of Plant Industry are working on a remedy for black rust in grain, one of the most serious diseases of plants in the northwest.—P.

THE 1914 OAT crop in Sicily was almost a total failure and barley and wheat were much below the average, due to dryness of the season. None of the grain crops was sufficient to meet the local demands.

PIERCE-COTORIERA LINE of Paris, France, has instituted proceedings against the Armour Grain Co., in the United States district court asking \$8,250 damages, alleging failure to load shipments of grain for Italian ports, claiming contracts for such loadings were executed in New Orleans last June.

THE WIRE WORM is one of the 5 worst corn pests. It begins attack shortly after seeding, leaving often only the hull of a kernel, and when numerous, often consumes the whole seed, making it necessary to reseed. Among the worst enemies of the worm are the following birds: Bobwhite, Flicker, mourning dove, ruffed grouse, crow, whippoorwill, California quail, cowbird, and bobolink.

WAR HAS TAUGHT the chronic kickers a valuable lesson. Cotton exchanges closed and prices in southern primary market went below six cents a pound. That was considerably below cost of production. In spite of the largest crop on record and restricted demand due to the war, cotton has advanced since the exchanges reopened. The crop is moving freely because the cash buyers can hedge their purchases by selling futures. Hedging is possible because the speculator buys the hedge. Speculation provides a demand when crop is moving freely and the actual cash demand is inadequate. Speculation helps to equalize prices.—C. A. King & Co.

The GRAIN DEALERS JOURNAL.

Coopering Cars.

BY TRAVELER.

It is very evident, from the number of box cars seen leaking grain along the way to central markets, that many grain shippers do not properly cooper their cars before starting them from elevator, and the patch work on some cars gives evidence of very careless work on the part of someone.

Car 84792 was found at Milford, Ill., without an end door. The shipper had boarded up the door on the inside before loading, but his coopering would not keep out either rain or thieves. Anyone desiring to gain admission could do so without breaking the seal or leaving any traceable evidence of their pilfering.

Texas Central car 651 was found in a local east bound freight on the U. P. R. R., which stopped at Clarks, Neb. It had a broken door post, which had been strengthened by very good patching, but still wheat was leaking out. It was a 60,000 lb. capacity car and the door on the side of the broken post bore Boelus, Neb., seal No. 2647. The other side, which showed but a slight leak under grain door, bore Poole, Neb., seal 5240.

Shippers everywhere are making a more earnest effort to cooper their cars carefully, and we believe they merit every encouragement now being given them by the railroads. It is but natural that they should suffer fewer shortages in their shipments. The shortages would be even less numerous if the railroads did not persist in giving them so many old, worn out cars for loading grain. Many of these cars are alright for transporting package freight, but when it comes to carrying bulk grain, they are out of the question—they are not equal to the task before or after coopering.

The C. St. P. M. & O. Ry. Co. has long been furnishing paper liners and poster tacks to country station agents, with instructions to furnish this material to shippers of bulk grain, and to co-operate with them in making cars grain tight. Inasmuch as this line has been supplying paper for a couple of years, its experience must prove that paper lining is a profitable investment, because it continues to lend this encouragement to grain shippers in the coopering of cars. Its general

instructions to its station agents on "How to Cooper Cars" is most excellent, and merits careful reading by everyone who has anything whatever to do with the loading of bulk grain. The pointers given in these instructions are of sufficient value to merit posting in every elevator, for an occasional reading by the man who does the actual coopering. They are as follows:

HOW TO COOPER CARS.

Unsuitable Cars.—Cars with broken door or end posts are unsuitable for carrying bulk grain.

Thoroughly Clean Cars.—Cars must first be swept thoroughly clean, removing all refuse lodged behind car lining.

End Door Openings.—End door openings must be boarded over with tightly fitting boards, coopering with paper if necessary.

Ends of Car.—Special attention must be given to the ends of the car, both inside and outside.

Floor Space.—Any cracks caused by short floor boards at the side sills should be tightly covered with paper, held in place with wooden cleat, also use paper or a piece of board, or both, to cover any cracks or defects you may find in the floor. Do not leave any car that you are coopering until you have assured yourself beyond all doubt that the floor is grain-tight. It is preferable that a small piece of burlap should be placed loosely over kingbolt and broken floor around kingbolt and lath nailed over edge of burlap. If unable to secure burlap, the paper furnished will answer the purpose. Care should be taken that there is considerable play and that the burlap or paper does not fit tight.

Lining of Cars.—If the lining is broken, fill out by nailing boards over same, then place paper two feet from the corner on side of car, nailing at the top; extend paper half way across the end of car; apply to other corner and end in the same manner, except to allow the paper to overlap one foot at the center, covering the entire space across the end. Be sure and extend the paper over the floor about 20 inches, nailing at the top as high as it will permit. For instance: The 48 inch paper will extend 28 inches high over lining at the end and 20 inches over the floor. If the lining is bad at the sides it should be covered with boards, then apply a 24 inch strip of paper from the end to the side door, extending over the floor about 8 inches, leaving 16 inches to cover the side lining and short floor-boards. The paper is tacked only at the top and must be left perfectly loose at the bottom, as the grain when loaded into the car will push the paper back against the lining and will not crack it, as it is very elastic and fills out in all grooves. Sometimes it will be necessary to place an extra layer of paper above the bottom one at the end of car. It depends upon the condition of the car.

Grain Doors.—To prevent leakage at grain door or door post, fold the paper three times over the door post and extend around on inside of grain door to about half way and have it extend twelve (12) inches over the floor; likewise on the other end of the grain door, except to overlap at center. This will prevent leakage in case the grain door should bulge slightly. By folding the paper as stated, all old nails, spikes or other obstructions that would prevent the grain doors fitting tight against the door posts would be covered. Paper must be fastened to top of grain door only.

Sheathing.—Securely fasten any loose sheathing you may find. Where sills have rotted, a burlap pad fastened underneath with a piece of board would prevent leakage between the sheathing and sill. Statistics show that 64 per cent of all car box leaks was caused by loose, bulged and defective sheathing at sides and end of car. In nailing sheathing tight to car sills, use 8 penny cement-coated nails, which are much more effective than ordinary wire nails. These cement-coated nails are just the thing to prevent grain from leaking between the sheathing and car sills, as they grip tight wherever nailed. Nails should be ordered in same manner as paper and tacks.

Spliced Grain Doors.—Spliced grain doors are unsatisfactory and uncertain. When this must be done, place the doors so that the customary nailing place is obtained and allow the remainder of the doors to extend across the doorway, which will give the greatest amount of overlap. The more the doors overlap the stronger the splice will be. Bear in mind when splicing doors that all nails must be clinched. Nail an upright brace near the middle of the doors on the outside and secure it where possible by placing a cleat at the floor.

Fastening Grain Doors.—The spiking of grain doors to posts should be prevented by all means. Eight and ten penny nails are plenty large enough. Spiking not only interferes with the opening of the doors in the process of unloading, but it is necessary to destroy one grain door, sometimes two, to start the flow of grain, and in the prying of grain doors from the car door posts the door post is oftentimes damaged beyond repair and the car is made useless for bulk grain loading.

Cars Not Requiring Coopering.—Many cars are grain-tight and do not need coopering except at grain doors. Others require a little coopering. Some cars will need a generous application of paper over holes in the floor or in the lining. Use as much paper as is necessary, but do not load any car that in your judgment is not fit to carry grain, or any car that has been inspected by car inspector and not carded "O. K. for grain." Care should be exercised in lining cars not to use large nails or spikes, as you should bear in mind same may cause damage to future shipments.

After cars are loaded go over them carefully and be positive in your mind that they are grain-tight.



Car 84792, at Milford, Ill., Without End Door.



Texas Central Car 651 at Clarks, Neb., Showing Broken Door Post.

Plan of 35,000 Bu. South Dakota Elevator.

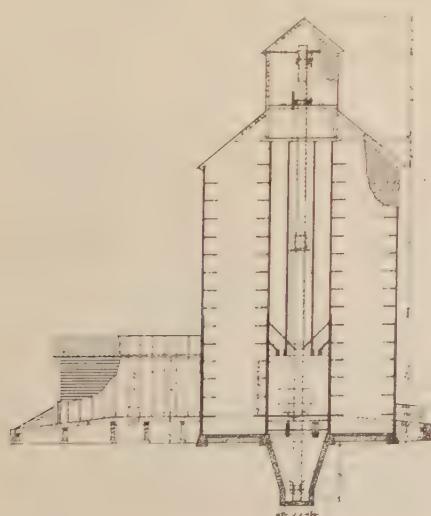
Greater diversity in grains grown in South Dakota is making larger elevators necessary for the handling of grain at country stations, and with the establishment of the new Federal grades on small grain, even the plants which look large at present will in reality be too small to meet the needs of country buyers who try to classify their purchases according to the government grades.

A number of new elevators have been built during the last few months on the Fairmount & Veblin R. R., in the northeastern section of South Dakota. Illustrated herewith is the plan of a 35,000 bu. house, built for the Victoria Elvtr. Co., of Minneapolis, at Grenville, S. D. The elevator proper is 28x33x69' 9" high. The 12' covered driveway adjoining is 61' 6" long. It contains one dump and a dump scale.

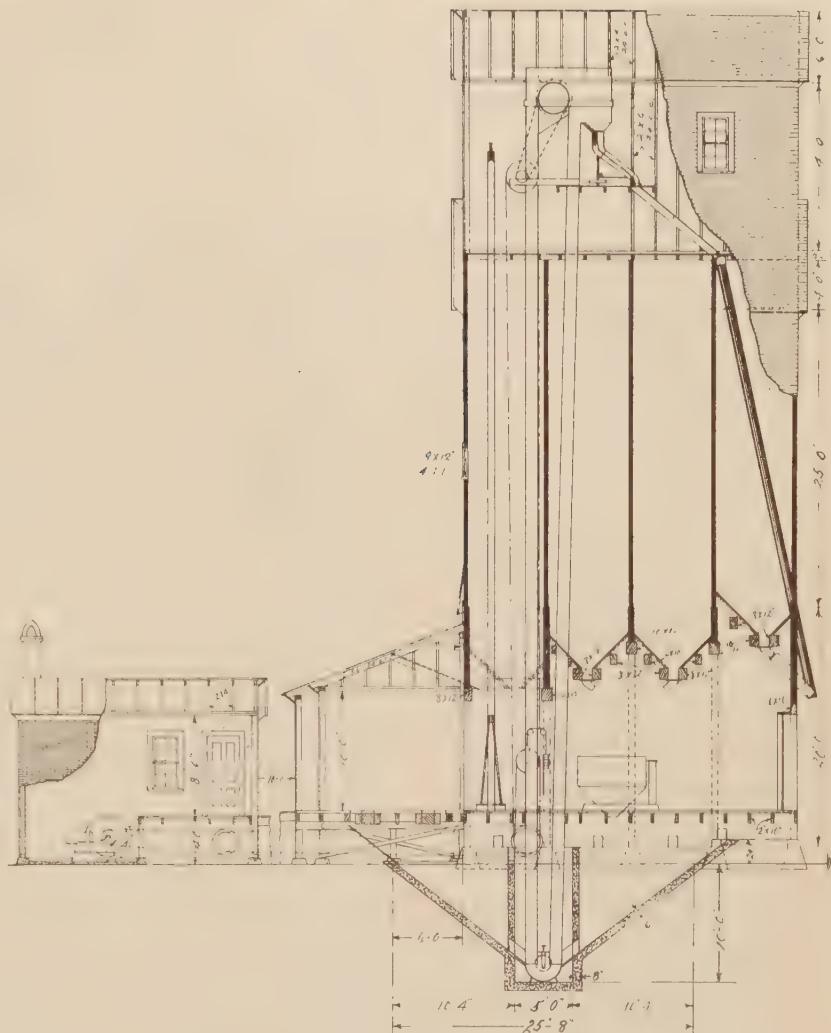
Ten feet from the driveway is a one story office and engine room 12x20 ft. Its walls are covered outside and inside with iron. An 8 H. P. kerosene engine occupies part of the structure, and power is transmitted to the line shaft in the elevator by means of 6 inch rubber belts, and from the line shaft to the head pulley by means of a rope drive.

The elevator was designed and is being erected by C. E. Bird. Eight of its storage bins will be flat bottomed. The six other bins will be hopped. On the ground floor, resting on a firm foundation, is a 100 bu. hooper scale, to which grain is spouted and weighed, and then dropped into the pit below, which is hopped, to the concrete encased boot. A distributing spout with a telescope head diverts grain from the head of the one leg to any of the 14 bins. It can be easily operated from the ground floor. The shipping spout from the elevator head is of 7 inch well casing.

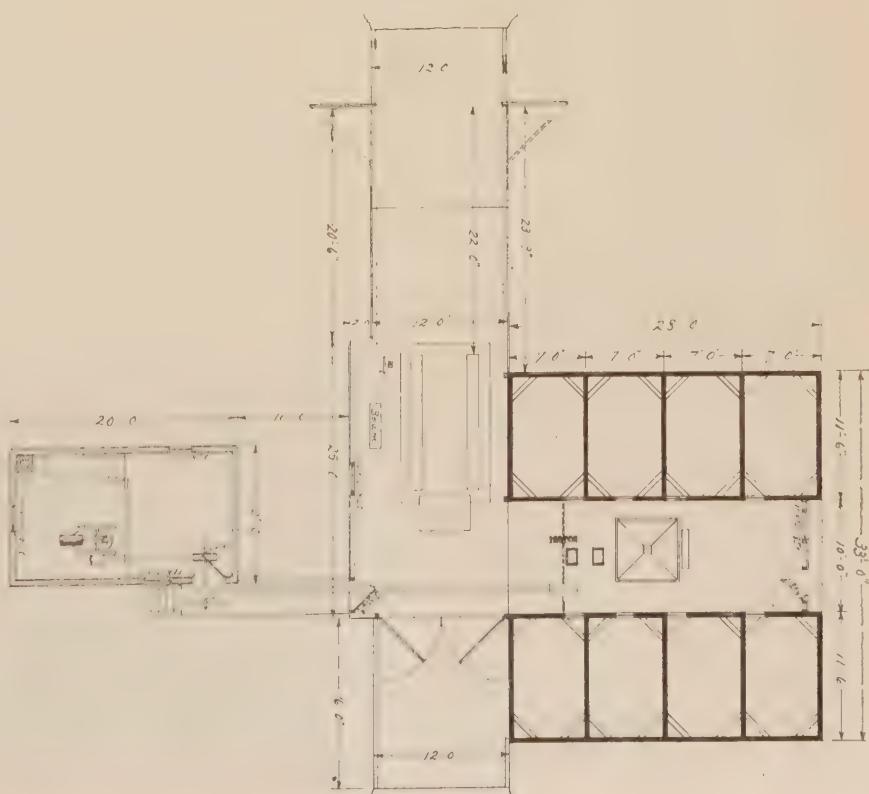
Grain can also be spouted into cars from the short bin on the storage side of the house. The hopper bins under the ground floor are formed by 6 in. concrete slabs laid on the ground, and an upright concrete wall encasing the boot, so that the plant will remain comparatively free from rats and mice, and grain from the hopper on either side of the boot will readily flow into the boot. A cable guide safety manlift affords easy access to the cupola. The house and driveway are covered with shingles and lap siding.



Sectional Elevation Victoria Elevator Co.'s Plant.



Sectional View Victoria Elevator Co.'s Plant.



Plan Victoria Elevator at Grenville, S. D.

Missouri Grain Shippers Hold Three-Day Meeting in St. Louis

The First Annual Convention of the Missouri Grain Dealers Ass'n was held Jan. 18-20 in the Planters Hotel, St. Louis, Mo. The attendance Monday morning was light.

President J. D. Mann started the proceedings by introducing Rev. John W. Day who offered the invocation.

Hon. H. W. Kiel, mayor of St. Louis, welcomed the grain dealers and tendered them the freedom of the city.

Pres. Mann expressed the appreciation of the dealers and said, "Our association has received a mighty fine start and great credit is due our Secretary."

Roger P. Annan Jr., Pres. of St. Louis Merchants Exchange, expressed his pleasure at being able to welcome the dealers to the city and suggested that by hearty co-operation much better and more grain could be raised in Missouri. He called attention to the benefits of the Kansas City and St. Louis markets and assured the dealers of the support of these markets. He also called attention to the activity of politicians in their attempt to gain control of the weighing of grain in the State's grain centers. In the last 14 years there had been a deficit of \$85,000 in the St. Louis weighing dept. and that this had been cared for by the Merchants Exchange. He assured the dealers that no money was made by the weighing dept. and that it was its sole aim to serve the shippers to their best interests.

E. L. Waggoner, representing the St. Louis Grain Club, said, There are about 100 members in our club. It is our aim to weed out all objectionable features that may be found in the grain business and we will help you at any time that we may be of service to you.

The address of Hon. Elliott Major, Governor of Missouri, was one of the happy events of the meeting.

Monday Afternoon Session

Bert Ball, Sec'y of the Crop Improvement Com'ite of the Council of Grain Exchanges, said, A larger yield of better grain is the real foundation of a better grain business.

In order that a dealer with a small elevator may be able to get best prices for good grain he must ship it by itself. He can not do this when grain of all grades comes at the same time. A com'ite should be organized which will ascertain where the good grain is located and see that it is marketed at the same time. The same rule would in the case of poor grain promote the interests of all concerned.

In Missouri 15 counties are organized, having field secretaries to work with farmers to obtain better results in growing grain.

It is probable that ten more advisors will be at work this spring in Missouri. It will take co-operation to get rid of smut, Hessian fly and weeds. One man can not do it as wind can blow seeds and smut from neighbor's fields to his own.

A. J. Herren, Hale, Mo.: Grain dealers should get busy and help Mr. Ball to get his work started in their neighborhoods. By testing seed the yield can be much increased. We can do that without a farm advisor.

Bert Ball: Farm advisor is a wrong name to use. The worker should be called the Field Secretary. He can keep people interested and advised as to what is happening elsewhere.

Sec'y Roy of Rivers and Harbors Congress said, A field secretary should get farmers to use methods which they know to be better but which they have not put into operation. All of us must join in a movement to increase waterway facilities so as to decrease railroad freight rates. St. Louis millers go to Toledo to get a waterway export rate on flour.

Sec'y Bryant read the minutes of Directors' meeting held at Jefferson City, which were approved as read.

The session adjourned.

Jesse Culp, Warrensburg: Are the weights in St. Louis checked by two men?

John Dower: Yes, the weights at each elevator are checked and rechecked by two men. The State has eight men in the St. Louis market while we have 45 men. The State has ten men in Kansas City while the Kansas City Board of Trade has 55 men. Our service is thorough while the service performed by the State is perfunctory.

Mr. Culp: At our country elevator we have two men to check carefully and recheck each other's weights on every draft and on every car that is sent from our elevator. We are most emphatically in favor of the retention of the present weighing system prevailing in the St. Louis market.

George Wells, Des Moines: The bad order reports furnished by the St. Louis Merchants Exchange Weighing Department are a fine thing to help shippers in the collection of their claims for losses in transit.

J. H. Teasdale, St. Louis: I am informed that Attorney General Barker claims that he has no option in the matter of trying to compel the St. Louis Merchants Exchange to stop the weighing of grain. He claims that there is a State law which says that only State employees may weigh grain.

John Dower: The provision in the State law has been on the statute books for many years and is a dead issue. It is merely a political move in which an attempt is being made to provide jobs for politicians.



J. D. Mann, Pres., Missouri G. D. Ass'n, Montrose.

Traffic Problems

Claude Morton, Chairman Traffic Dept., Merchants Exchange, said:

The railroads have not proved that the present rates are confiscatory. They want to get a rehearing before the Supreme Court so that they may place more evidence before that body and try to prove that the present rates are not adequate. It is our aim to ward off their attempt.

The railroads have a Bureau which has for its object the establishment of their contention that all shippers must pay interstate freight rates on inbound grain. We have a condition in Missouri the same as now exists in Illinois, where the rates on intrastate freight are lower than those on interstate freight. The railroads contend that all grain is interstate traffic. We want to find out if it is not possible to obtain intrastate freight rates on intrastate grain. The matter is up before the Supreme Court now.

The M. K. & T. allows intrastate rates on grain from Sedalia of 9 cents, while the Mo. Pac. charges 18 cents for the same distance haul, contending that all grain is interstate traffic. All railroads want an advance in freight rates and have presented their case before the Public Utilities Commission. The shippers are to be heard Feb. 19th. I believe that shippers at certain points have just cause for complaint on the basis of discrimination in freight rates. Holman, Mo., is 224 miles from St. Louis and has a freight rate of 15 1/4 cents. St. Anne, Ill., is an equal distance from East St. Louis and has a freight rate of 7 cents.

Bills of Lading.—Few shippers read the provisions in the bill of lading. There are provisions in every B/L which, altho not enforceable by law, still give the railroads an excuse to state that the provisions in the B/L allow them to refuse to pay claims. The proposed Pomerene bill of lading law will take care of all these defects.

Delay in Transit.—The present rule is that 60 miles per day of 24 hours is a reasonable movement of grain. It is difficult to provide a rule that will obtain in all cases as conditions are so varying.

Shortage Claims.—Owing to a conflict in National and State laws there is no uniform rule by which railroads may be forced to pay claims. This is especially true where no leakage is shown. The Missouri law allows a deduction of 1/2 of 1% for natural shrinkage and at the same time says that where 50,000 bus. are shipped from a station the railroad must provide a track scale to weigh all of said grain. If this track scale is not installed, then the railroads must pay all of the loss in transit without any deduction for natural shrinkage providing the shippers weights are good and a leakage in transit is shown. Our Ass'n should have a Claim Bureau. We must have more fairness and more uniformity in the collection of our claims.

Tuesday Morning's Session

Tuesday morning's session brought out a number of new faces. Pres. Mann opened the session by introducing John Dower, Supervisor of Weights of the St. Louis Merchants' Exchange, who read a paper on the work of the Exchange Weighing Dept., and the efforts of the politicians to get control of the weighing in Kansas City and St. Louis. From his address we take the following:

Weighing Grain at St. Louis.

A shipper making a consignment of grain to any terminal market does not, as a rule, know the elevator men or miller or any one else engaged in the buying of grain, but he does know the Department of Weights whom he recognizes as his agent. He knows that this is a permanent body organized to safeguard his interests. The weighman realizing this and that the shipper is many miles away, naturally feels a greater sense of obligation in looking after his consignments; therefore, it necessarily follows that under such circumstances the efficiency of those who are charged with the duty of looking after the weighing should be beyond question.

The right of the Merchants' Exchange to organize and maintain a Department of Weights for the protection of buyer and seller has never been questioned. This right is fundamental as it is covered in Rule 4, and it necessarily follows that with this authority comes the power to make rules

and regulations for the proper carrying on of the function of weight supervision. An up-to-date Weighing Department has come to be a machine or many parts, a very important factor in the commercial life of a grain exchange.

The shipper as a rule has very little choice in the selection of cars for loading grain, and taking it for granted that he exercises reasonable care in the preparation of his cars we do not think that he should be held responsible for the condition of coaperage of car on arrival at destination. This conclusion is based on our own experience in coapering cars and where we co-operate with men employed by the carrier who makes a specialty of this line of work. We find that altho we exercise the greatest care and have at hand all the necessary material such as paper, burlap, etc., to do good work, that many of our cars are found leaking before they get outside of switching limits, and these as a rule are the old cars on which we have put the most time and labor.

Warehouse Commissioner Bradshaw and his Department will have to advance a more potent argument for attempting to dispossess us of our rights in public elevators than the mere charge that we are collecting 3¢ per car for our service and thereby, as he asserts, making a double expense for the shipper. If he would only raise the question of the merit of his Department and the worth of it to the shippers I would be only too glad to meet him in competition. In the first place the fee is paid by the shipper voluntarily and without coercion from any source as he is satisfied that it is a mere bagatelle in comparison to the benefits derived, and we feel satisfied that if the elimination of a weighing fee were left to a vote of shippers to our market, it would not be the Merchants' Exchange fee that would be discontinued. It is to be much deplored that each time the Legislature meets this grain weighing agitation is started and it usually comes from the same source. It has come with such regularity during the last ten years that our members have become calloused to it and would be surprised if a Legislature met without creating a flurry of this kind.

Warehouse Commissioner Bradshaw in his annual report to Governor Major has suggested that he recommend to the Forty-Eighth General Assembly, now in session, that the present law relative to grain inspection and weighing be so amended that the Merchants' Exchange of St. Louis and the Board of Trade of Kansas City will be absolutely forbidden to issue any paper or certificate purporting to be the weight of any lot or car load of grain, or to make any charge for supervision of weights performed by them on grain when weighed in a so-called public elevator.

In connection with this Attorney General Barker has already taken the initiative to enforce the present law which has been perforated somewhat in the past by court decisions and was amended in the 47th Assembly when the Public Service Commission superseded the Board of Warehouse Commissioners and also to conform to the change in number of Commissioners there being no material change at this time from what it was after the revision in 1909. As a matter of fact there is no part of the law which expressly forbids any person other than State authorities to do weighing.

"To weigh" implies action on the part of someone, that is to say he moves the poise on the beam thereby indicating the weight. It therefore follows that if the law is to be construed in a literal sense we do not weigh nor do we say on our certificate that

we perform this function. We, however, do not desire to evade any responsibility whatever as we are on the job to see that the weighing is done properly, that the scale weighs accurately and that the facilities in connection with the operation of loading and unloading grain to and from scales are in proper condition. If there were nothing else to weighing but the formality of looking at the beam, it would be an easy matter and only a perfunctory service.

The proper weighing of grain as the Merchants' Exchange knows it embraces not only the supervision at the scale but also covers a wide range of territory in our hold track car inspection service, test of scales and examination of grain handling facilities. Our system leaves nothing to conjecture as our records are a result of actual contact with the work. We not only inspect the physical condition of cars but we show a pen picture of every car on arrival at hold track which remains as a permanent record. We also make a re-inspection at point of unloading to find any fresh leakage which may occur as a result of rough handling between connections.

Dockage: In answer to the harping of Warehouse Commissioner Bradshaw and others on the question of dockage, it will not be amiss to say just when and how this custom began. Its origin dates back to the year 1866 when the first grain elevator in St. Louis was erected; at that time the business of an elevator was an entirely different proposition as compared with that of today. The business in those days was purely storage of grain and it was mutually agreed between warehousemen and the parties storing grain, after observing the large shrink in the various kinds of grain, that in lieu of a higher storage rate an allowance of 3 lbs. per thousand pounds be made to protect the warehouse owner. This custom obtained until 1902 when after considerable controversy with the Missouri Warehouse Commission and Illinois Warehouse Commission, the Merchants' Exchange through its Department of Weights discontinued the practice, altho it had been tolerated by the Missouri Warehouse Commissioners from 1893 when the weighing law was enacted to 1902. The practice of allowing 3 lbs. per thousand was acquiesced by the Illinois Warehouse Commission up to this time; they then allowed a graduated dockage of 50 lbs. on a 40,000 lb. car and 100 lbs. on all cars over that amount; this continued until 1905 when dockage became a thing of the past.

Our right to supervise weights at East St. Louis was questioned by the Illinois Board of Railroad and Warehouse Commissioners in 1904 who sought to stop us by an injunction suit. This was contested by the Exchange after our men had been arrested, but was dropped by the Warehouse Commission who after some litigation virtually conceded our right to supervise weights in the public elevators at East St. Louis.

Since about 1910 the Merchants' Exchange has had a joint agreement in East St. Louis Public Elevators which was made effective under the former Board of Warehouse Commissioners. This eliminates the extra fee which was assessed by the state. This joint agreement was brought about as a result of protest by the Illinois Grain Dealers' Ass'n. An effort was made by us to have the same kind of agreement on the Missouri side but failed as the Missouri Board could not afford to let the patronage get away from them. As a large part of our business goes into elevators located in East St. Louis, Ill., it becomes very evident that in the event of legislation affecting our Department, the Missouri Department could not control any business outside of

its jurisdiction, and inasmuch as a large part of it is Missouri grain it becomes apparent that any amendment to our present law would work much confusion and loss to Missouri shippers as well as others.

J. G. Goodwin, Supervisor of Weights of the Kansas City Board of Trade, told of the work of his department in the following address:

Weighing Grain at Kansas City.

Prior to November, 1901, the Kansas Grain Dealers' Ass'n had a check-weight Buro at Kansas City covering some of the elevators, mills and warehouses on both sides of the river in Kansas and Missouri. This buro did so much good for both the shippers and the Kansas City grain dealers that upon its discontinuance on Nov. 1, 1901, the Kansas City Board of Trade recognized the necessity of establishing a weighing dep't. Within two weeks after the closing of the Kansas Grain Dealers' weighing buro the Board of Trade check-weighting dep't was established by the Board of Trade under my supervision.

I started the dep't with 20 men. It being the slack season we managed to cover all industries. The state of Missouri at that time was operating a weighing dep't which covered but three industries. The first operation was to test every scale in Kansas City where grain was to be handled under the Buro's supervision and have necessary repairs made, not only to the scales, to insure correct weighing, but also to elevator equipment to make the same adequate to handle the business.

At that time we had very few large elevators and practically none of the scales were equipped with printing beam attachment. Since then many small thriving mills and elevators have sprung up; new and larger elevators have supplanted the old ones and the new ones in turn have been remodeled and enlarged until now Kansas City has a grain storage capacity of approximately 19,000,000 bus. as compared with 4,000,000 bus. in 1901. A few of the elevators at present have capacities of as much as 2,500,000 bus. each, and 95% of all the scales are equipped with type-registering beams.

Correspondingly the Board of Trade weighing dep't has expanded with continued success. We have at this time 53 employees who are on our pay roll solely. We have no joint service whereby a weighman is partially on the payroll of an elevator and partially on the payroll of the Board of Trade. Included in this force is my scale expert who is not only a builder but also an erector of scales and thoroly familiar with his trade. Working with him is an assistant. The scales of Kansas City industries where grain is handled are under the constant supervision of these two men, every scale over which we weigh being inspected by them on an average of every 48 hours. We maintain complete equipment for testing scales, beams, weights, etc. All scales that have been erected in the Kansas City elevators since I have been in charge have been installed under the supervision of my dep't.

At the large elevators a minimum of two deputy weighmasters is maintained, one on the scale floor supervising the weighing and the other on the ground floor supervising the loading and unloading and making inspection of cars as to physical condition and seals. When the amount of business requires, an additional man is stationed on the ground floor and the work divided.

We have and keep permanently a com-



Members St. Louis Merchants' Exchange Weighing Department.

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plete record of every transaction, i. e., weight, content, car number and initial, capacity of car, condition of car and seal record, as well as the number of the sink, leg, scale and spout thru which the grain passes. We issue a certificate of weight to all parties interested including both in and outbound railroad, consignee and consignor, at no charge other than the original weighing fee. Where cars arrive in a leaky condition a report showing the location of the leak on a diagram of the car is also furnished. In cases where there is any doubt as to the weight of the contents of the car it is our invariable practice to decline the car under any circumstances to issue a certificate and it is customary to demand and enforce settlement on the basis of shippers weight.

The check-weighing dept' was organized with the sole purpose and intention of assuring the shippers to Kansas City that they would get paid for every pound of grain shipped. The conditions which existed before the Kansas Grain Dealers Ass'n established their check-weighing buro were chaotic and deplorable. The Kansas shippers are perhaps more fully aware of this than yourselves. Since its establishment in 1901 and up to the present time the Kansas City Board of Trade weighing dept' has covered and protected without fear or favor both buyers' and sellers' interests at every industry in both Kansas Citys where grain is loaded or unloaded for and on account of members of the Kansas City Board of Trade. At some of the smaller elevators and chop mills 5 to 10 hours' time and often longer is required to unload a car of grain and in these cases the weighing service is performed at a financial loss. The Missouri State Weighing Dept' at the present time covers but five large industries while we are covering 25 large and small on the Missouri side and in addition almost that many in Kansas City, Kan.

Our dept' has barely been self-sustaining. Some years we have had a slight surplus and other years a deficit. The Kansas City Board of Trade can not in any manner benefit thru the operation of our present system, except in so far as the market is benefited by the assurance of equitable treatment in the unloading of grain. Our interests are yours, and if they can be fully protected under a different system the officials of the board which I represent, I am sure would be glad to be relieved of the responsibility.

For the year just closed we handled 132,485 cars; of which 78,937 were unloaded and 53,548 were loaded. Of the total number of cars unloaded 13.52% of them were leaking at various places. Without wishing to appear vainglorious I am convinced that if I could present to you in dollars and cents the amount which this dept' has saved the shippers to the Kansas City market, you would be appalled and enthusiastically in favor of its continuance.

Our weighing system is second to none, and the Kansas City Board of Trade's check-weighing dept' is of vital importance to its market, and must be maintained for the good of that market and for the good of its patrons. The dept' can not be maintained without the full support of the Missouri Grain Dealers Ass'n and the Kansas Grain Dealers Ass'n. As the interests of the members of these ass'n's are so closely linked with the Kansas City market it is of the utmost importance that they have the assurance and knowledge that they are getting fair and impartial treatment, and it is up to you gentlemen to say whether the dept' is worthy of your continued support.

Geo. A. Wells, Sec'y., Western Grain Dealers' Ass'n, praised highly the work of the Weighing Depts. of Kansas City and St. Louis. From his address we take the following:

Opposed to Political Weighmen.

I bring greetings from the Western Grain Dealers' Ass'n and we congratulate you on the excellent showing you have made in building up your organization.

The Western Grain Dealers' Ass'n was organized fifteen years ago. I got in on the ground floor, and have never heard of any other fellow who wanted the job.

Federal and state laws have been revised very materially during the past fifteen years, so that now black-listing, boycotting, price-fixing and pooling cannot be considered as legitimate objects and purposes of a trade organization, or at least that is what the Interstate Commerce Commission gave me to understand quite forcibly a few years ago.

I have a family and love and enjoy their society. I do not care to be deprived of that enjoyment by taking chances in violating laws, and any time my services as Secretary are not satisfactory as a law-

abiding citizen, my resignation will be promptly offered.

About twelve years ago the country shippers, under the auspices of the National and State Grain Dealers' Ass'n's undertook to take notice of terminal market conditions.

Public supervision of weights was just beginning to be agitated. Chicago was about the only market having public supervision, which was and has since been conducted by the Chicago Board of Trade Weighing Department. It was because of the demands of the National and State Ass'n's that grain exchange supervision of weights was established, particularly at St. Louis, Kansas City and Memphis.

These Boards of Trade Weighing Departments have been gradually improved until now the service performed is very satisfactory to the shippers. In the case of our own Ass'n I used to continually receive complaints of short weights at the terminal markets, and much of my time was given to investigation of such complaints.

Discipline is a fundamental necessity in conducting a terminal market weighing department, and these Chief Weigh Masters that I have mentioned are past masters in the art of exercising discipline.

Politicians are always looking for an opportunity to supervise business, in order to increase political revenues and to extend and build up political patronage, and the Missouri politicians, like other politicians, have always been ambitious to supervise weights at the terminal markets of St. Louis and Kansas City.

Representing the country shippers of Iowa and northern territory tributary to St. Louis and Kansas City, I wish to state emphatically that we are opposed to the supervision of weights by the state of Missouri at St. Louis and Kansas City, and that we are well satisfied with the weights in these markets as now supervised by the Merchants Exchange of St. Louis and the Kansas City Board of Trade. We shall do everything within our power to defeat any attempt by the Missouri politicians to supervise the weights in these markets. In fact, I understand that the state of Missouri cannot legally supervise the weights of grain coming to these markets from other states, on account of being interstate shipments.

I believe the time has come to insist on "cleaning house" in politics as well as in business. Every trade organization should get busy and turn the limelight on the politicians of this country and expose their motives and methods.

Tuesday Afternoon Session

President Mann introduced Lee G. Metcalf, Pres. of the Grain Dealers National Ass'n, who said, The Illinois Grain Dealers Ass'n started about 20 years ago. It has done fine work. Where chaos prevailed there is now system. Elevator property has increased in value 100% and the producer has not been damaged in any manner whatsoever. No business is handled for less money and on more honor.

No Association is stronger than the individual composing it. Your standard must be measured by that of usefulness. Each member must help. None are independent and you can only be useful by being constructive.

I am glad that your Ass'n has joined the Grain Dealers National Ass'n with such expediency. We are at your service and will co-operate with you to obtain for you the best possible laws to enable you to conduct your business in the best possible manner.

I am very much in favor of the Moss Bill which provides for the supervision of the grading of grain in all markets.

The Pomerene bill of lading is a step in the right direction, and I hope all of you will help to get it passed.

Chas. D. Jones, Nashville: I came to see how you were getting along. I regard your Ass'n as a "modern miracle." It has grown from a membership of 15 to 300.

You have just commenced a big fight, you are coming strong and must succeed. You have a good Secretary and President, but each of you must help or you will fail; you can only realize the bene-

fits of Ass'n work by getting into the harness and working. All trade differences arise because of a misunderstanding of the contract made. Minds must meet and unless that is the case, no Arbitration Committee will hold a contract to be valid.

E. J. Smiley, Topeka, Kas.: The only reason that changes are suggested in the manner of weighing grain is that some moneyless politicians want a place where they can obtain cash jobs. About 18 years ago Kansas dealers complained of the weights in the St. Louis market. The weighing was then done by the State. Under the present system we have no complaints on weights. Don't let politics run the business.

Resolutions

Judge Ed. S. Hart, Knobnoster, Chairman Resolutions Committee, introduced the following resolutions which were adopted as read:

ENDORSE EXCHANGE WEIGHING DEPARTMENTS.

Whereas, we have learned through the public press of recent issue that the Attorney-General's Department of this State has notified the Merchants' Exchange of St. Louis and the Board of Trade of Kansas City that certain provisions of the present law governing public warehouses for the storage of grain forbids the issuance of any certificate purporting to give the weight of any lot or car load of grain, or to make any charge for same when issued; and that unless they desist from such practice at once the law will be invoked and legal action will be taken against them; and,

Whereas, the Weighing Departments of Kansas City and St. Louis, as at present conducted, have our hearty approval, and were organized more than ten years ago at the request of Missouri shippers, and of shippers of adjacent states, who ship their grain to the terminal markets in Missouri; therefore, be it

Resolved, that as a result of our financially satisfactory experience under present weighing conditions, we strongly approve of the present Exchange and Board of Trade system of supervising the weighing of grain at the terminal markets in this State, believing same to be in the public interest, and we are satisfied to pay the nominal fees charged for the service rendered.

ENDORSE POMERENE BILL S. F. 387.

Whereas, the integrity of bills of lading as now issued and used by shippers is seriously threatened and their collateral value thereby materially depreciated, to the great detriment of shippers.

Resolved, that the Missouri Grain Dealers' Ass'n, assembled in convention at St. Louis on this 19th day of January, 1915, does hereby urge the passage by Congress of the bill known as S. F. 387, the Pomerene bill, which has passed the United States Senate and is now pending in the Committee of Interstate and Foreign Commerce, of the House of Representatives, which bill has been approved after a long period of consideration by representatives of shippers, banks and carriers, and

Resolved, that the Secretary of this Association be instructed to write a letter to the President of the United States, also letters to Chairman Adamson, of the House Committee on Interstate and Foreign Commerce, and to each member of the House of Representatives from Missouri, urging the passage of S. F. 387, known as the Pomerene bill, during this session of Congress.

ENDORSE THE GRAIN GRADES ACT.

Resolved, that the Missouri Grain Dealers' Ass'n, assembled at St. Louis this 19th day of January, 1915, does hereby urge the passage of the Grain Grades Act by Congress, and also

Resolved, that the Secretary of this Ass'n be instructed to forward copies of this resolution to the President of the United States, the Honorable Secretary of Agriculture and each United States senator, and that each member of the Association be requested by the Secretary to write letters to the senators from Missouri, urging them to vote for the Grain Grades Act, and to work vigorously for its passage during this session of Congress.

REPEAL MISSOURI WEIGHING LAW.

RESOLVED, That the Legislative Committee of this Association be, and it is hereby, instructed to use all proper means

to secure the repeal of any provisions of the Missouri statute, providing for the weighing of grain at public elevators, which in any way prohibit or restrict the right of any one to supervise or check such weighing, whether for compensation or otherwise, and to issue certificates based on such supervision, and

RESOLVED, further, that said Committee be instructed to co-operate with Committees of any other organization which may be appointed for a like purpose.

Wednesday Forenoon Session

Secretary Bryant reported that there were now 274 members in the Ass'n, that \$870.00 was due on advertising and \$562.00 on back dues. The report was adopted.

Erich Picker of the Finance Com'ite reported that \$2285.60 had been collected for dues and advertising, and that \$1812.01 had been incurred as expenses, leaving a balance on hand of \$473.69. The report was adopted.

W. H. Perrine, Chicago: I favor adopting the trade rules of the Grain

Dealers National Ass'n. They embody all the necessary rules and it will save our Trade Rules Committee a great deal of work if we will adopt these rules.

The Trade Rules of the Grain Dealers National Ass'n were unanimously adopted.

The old officers and Board of Directors were unanimously re-elected.

Resolutions were passed thanking the Secretary for his conscientious efforts and the St. Louis Merchants Exchange for the hospitality shown the visiting dealers.

W. H. Perrine, Chicago: Our Chicago Board of Trade has raised a considerable sum of money for the benefit of the Belgian Relief Committee. The Illinois Grain Dealers Ass'n has taken the matter up and a good many ears of corn have already been donated for that purpose. I move that the Secretary remind our members that they may send their contribution

to the Belgian Relief Committee at Chicago. Motion carried.

J. E. Sullivan, Nevada: The M. K. & T. says that Missouri laws allow $\frac{1}{2}$ of 1% natural shrinkage and they insist on taking this amount out of all our loss in transit claims.

J. L. Frederick, St. Joseph: The Legislative Committee has taken this matter up and will be able to give you some information at a later date.

Wednesday Afternoon Session

It was decided to make the Board of Directors consist of 11 members instead of 10. D. B. Kevil, Sikeston was elected to serve as Director for one year along with J. A. Gunnell, A. A. Allen, J. S. Klingenberg, F. D. Agger, and J. A. Elliott.

The following Directors will serve for two years: J. L. Frederick, Cecil Wayland, W. W. Pollock, W. H. Hurley and Jesse Culp.

A lively discussion ensued as to whether it was proper and beneficial to move the office of Secretary from St. Louis. It was finally decided to leave the matter to a mail vote of the membership.

The time and place for the next annual meeting was left to the Board of Directors. Meeting adjourned.

CONVENTION NOTES.

About 300 people were registered.

J. D. Mead, Ft. Scott, was the sole representative from Kansas.

Omaha dealers present were J. T. Buchanan, Sam Carlisle and Chas. Wright.

Souvenirs distributed were leather bill books and purses by Langenberg Bros. & Co.

Kansas City dealers present were J. H. Lathrop, Chas. Manning and Weighmaster J. S. Goodwin.

Ed Hasenwinkle, Graham & Martin Grain Co., had a theater party at Shubert's for ten of his friends.

Maroa Mfg. Co., Maroa, Ill., distributed catalogs telling of the merits of their Boss and King car loaders.

Victor Dewein, Pres. Ill. Grain Dealers Ass'n; V. C. Elmore, Ashland, and H. I. Baldwin, Decatur; were the Illinois dealers present.

Everybody agrees that the members of the St. Louis Merchants Exchange are like a lightning bug "born to shine and can't help it."

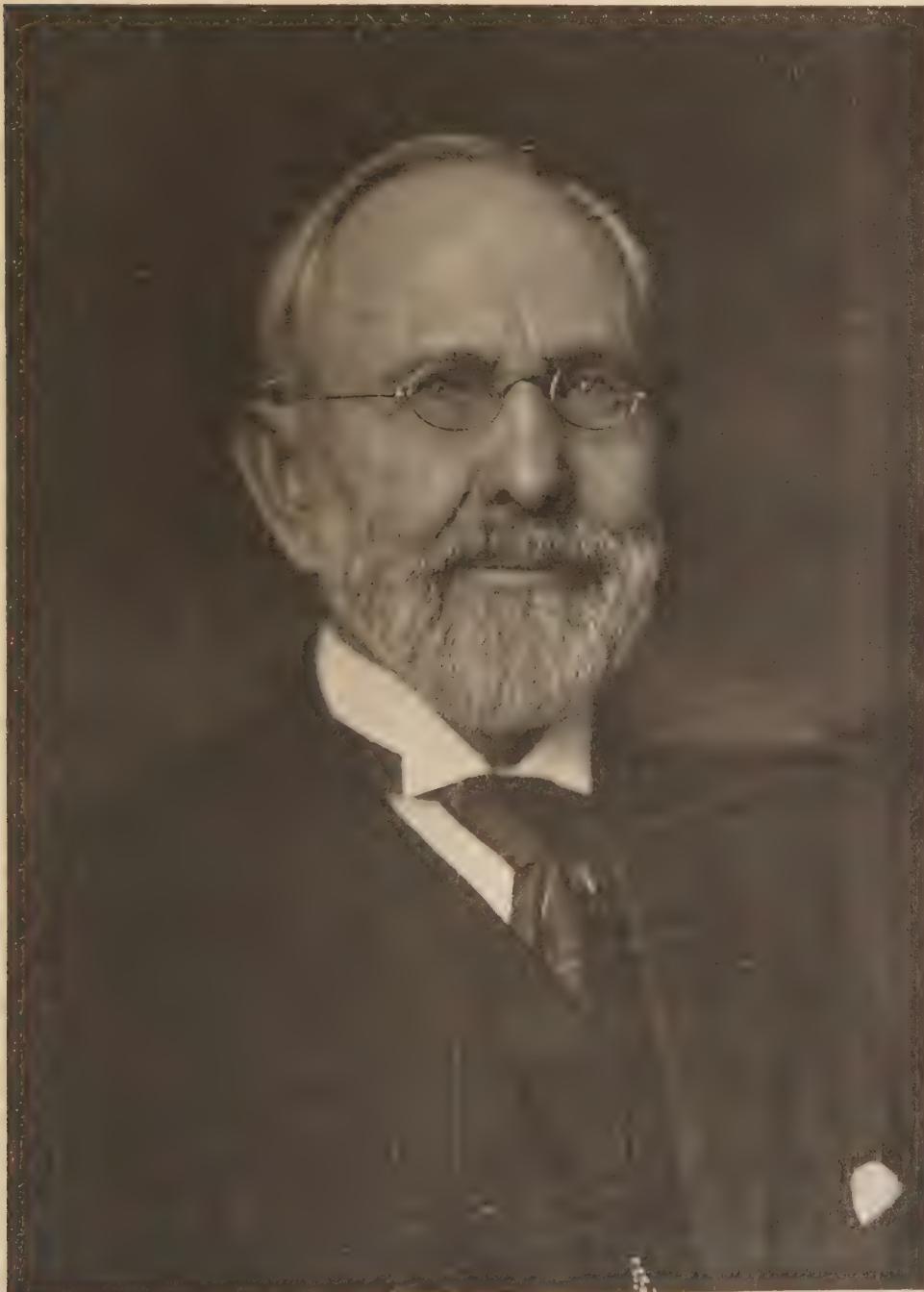
Chas. Niemeier as Chairman of the Reception Com'ite was here, there and everywhere to see that everybody was happy and comfortable.

Langenberg Bros. & Co. kept open house in parlor F. They furnished the markets and handed out price currents. Everybody was privileged to smoke Langenberg cigars.

MACHINERY men present were S. J. McTiernan, Huntley Mfg. Co., Silver Creek, N. Y.; H. N. Roetter, Kennedy Car Liner & Bag Co., Shelbyville, Ind., and J. B. Watkins.

Iowa dealers present were R. W. Taylor, Max M. Patton, S. E. Squires and J. C. Lake, Des Moines; W. K. Neill, New Sharon, O. A. Talbott, Keokuk; and H. Van Dyke, Winfield.

The Entertainment Committee consisted of George Harsh, Chairman, W. H. Toberman, F. W. Seele, Aderton Samuel, Robt. Valier and Wm. Klosterman. Nobody ever saw a better bunch of entertainers.



Wm. Pollock, Mexico, Mo., Oldest Man at St. Louis Convention.

The GRAIN DEALERS JOURNAL.

INSURANCE men present were C. W. Fitzsimmons, Millers Mutual Fire Ins. Co., Alton, Ill.; E. P. Jones, Millers National Ins. Co., St. Louis; J. J. Fitzgerald, C. R. McCotter and J. T. Peterson, Grain Dealers Fire Ins. Co., Indianapolis, Ind.

CHICAGO dealers present were C. H. Thayer and T. C. Taylor, C. H. Thayer & Co.; H. A. Wiese, P. S. Goodman, R. J. Sullivan, Logan & Bryan; George Marcey, Armour Grain Co.; P. F. Smith, J. Rosenbaum Grain Co.; W. H. Perrine and A. C. Johnson, W. H. Perrine & Co., and B. A. Echhart.

ST. LOUIS solicitors all came home. Among them were, R. L. Canole; W. E. Burbank, Jones Wise Com. Co.; L. B. Armerding; E. H. Hasenwinkle; G. E. Parrott, Eaton McClellan & Co.; H. H. Savage, W. L. Green Com. Co.; C. H. Reid, J. C. Burks, Langenberg Bros. & Co.; G. N. McReynolds, Toberman, Mackey & Co.; E. Seele; Billy Klosterman, Morton & Co.; A. H. Stokes and B. L. Slack.

A BANQUET for about 300 men was provided by the Exchange at the Mercantile Club on Tuesday evening. A substantial meal was served and as the meal progressed cabaret singers distributed paper caps, clappersticks, chickens, flags, imitation beer steins, ticklers, rattlers, canes, whistles and tin horns. After the banquet clog dancing and singing by some of the best cabaret talent in the city was much enjoyed. Nobody will forget how well George Harsh sings and how hard he worked to make everybody else be quiet so that he could be heard, but at times his voice is very weak as evidenced by continued calls of "Louder."

THE LADIES were entertained at an afternoon tea at the Planters Hotel, Jan. 18th. It is to be regretted that more ladies were not present to enjoy the program provided by Mrs. T. A. Bryant, Chairman of the Ladies Entertainment Committee. Mrs. Wm. H. Utter, President St. Louis Women's Council, delivered an address of welcome. On Tuesday afternoon the ladies were greeted by the first real snow storm of the season and took an auto ride to the Art Museum in Forest Park. On their return they stopped at the Artists' Guild to attend the session of the Tuesday Club. On Wednesday night the ladies were entertained at a theater party. Among the ladies present were Mrs. Elliott, Lebanon; Mrs. A. G. Sullivan, Nevada; Mrs. C. M. Hopper, Sumner; Mrs. J. S. Baltzell, Hughesville; the Misses Sombart, Booneville; Mrs. A. E. Klingenberg, Truesdale; Mrs. J. T. Buchanan, Omaha, Neb., and Mrs. Ed Hasenwinkle, Chicago, Ill.

Missouri dealers present were: J. S. Baltzell, Hughesville; W. L. Bealmer, Atlanta; M. F. Boots, Appleton City; F. M. Bowen, Rockville.

Jesse Culp, Warrensburg; Chas. Dudley, Auxvasse; C. Edmonston, Mexico; and Geo. Edwards, Webster Groves; M. J. Feltten, Booneville; and J. L. Frederick, St. Joseph; P. W. Gillette, McKittrick; C. W. Glynn, Wellsville; and J. A. Gunnell, Gorin.

W. J. Hahn, Olean; Judge E. S. Hart, Knobnober; A. B. Harriman, Green Ridge; A. J. Herren, Hale; C. M. Hopper, Sumner; H. H. Horstman, Alma; W. H. Hurley, Clinton; and T. H. Jarman, Bolivar; J. N. Kaumans, Montrose; K. K. Kevil, Malden; D. B. Kevil, Sikeston; J. S. Klingenberg; and Geo. A. Klingenberg, Concordia; A. E. Klingenberg, Geo. A. Klingenberg, and John Klingenberg, Truesdale.

E. W. Lammers, Lockwood; F. D. Lynes, Guthrie; A. A. Marshall, Archie; A. H. Mainershagen, Higginsville; and C. M. Moss, Nevada; John D. Neal, Pattonsburg; W. W. Pollock and Wm. Pollock, Mexico; and Wm. Quick, Rhineland.

Aug. Rabsahl, Higginsville; Joe Rathgeb, Berger; S. L. Riessler, Pleasant Green; and C. L. Roberts, Rockville; W. E. Shell, Laclede; Fred Sombart, Booneville; John Struttmann, Rhineland; and A. G. Sullivan, Nevada; C. E. Talbott, Laclede; R. B. Thorp, Nelson; C. Wayland, Carrollton; and John Wildhaber, Beaufort.

William Pollock, Mexico, Mo., enjoyed the distinction of being the oldest man at the convention, but despite his 4 score and 4 years he was much interested in the problems which confront the grain trade. For 70 years Mr. Pollock has been active in grain and milling trades and is still active in the operation of the Wm. Pollock Mill & Elvtr. Co., Mexico.

Grain Exports Heavy.

THE NORWEGIAN SHIP Karmo has arrived at Portland, Ore., to load grain for Europe.

A CARGO OF WHEAT was exported to Algiers from Galveston Jan. 9, which is the first in history to that port.

THE NEW DUTCH STEAMER Rondo cleared from Baltimore for Rotterdam Jan. 18 with a cargo of 344,000 bus. of corn.

BRITISH STEAMER STRATHGARRY has been chartered to carry wheat from Portland, Ore., to the United Kingdom at 45s, and the Norwegian bark Springbank has been chartered to carry barley to the same destination at 40s.

GRAIN EXPORTS from Baltimore for the week ending Jan. 16 fell off due to the embargo on export grain at that, and other eastern ports. Clearings included 10 full-cargo steamers for all kinds of grain, but principally oats.

BOSTON SHIPPED over 300,000 bus. of grain to Europe during the week ended Jan. 16, the tonnage being carried in 5 vessels, the Ocean Monarch, East Point, Anna Gurine, Cambrian and Bohemia. Cargoes were consigned to Glasgow, Liverpool, London and Manchester. The movement of grain would be greatly increased were sufficient vessels available.

THE BRITISH GRAIN trade has not bot far ahead into contract months in the United States or Canadian markets. Britain has been waiting, having supplies enough for its present needs, in the hope of getting its nearby needs at better terms. But the demand continues so steadily, and sometimes so urgently, as to give an extraordinary aspect to the whole movement.—Geo. E. Marcy, pres., Armour Grain Co.

I ALWAYS ENJOY the Grain Dealers Journal.—A. S. Wallace, Davenport, Ia.

THE GRAIN DEALER'S JOURNAL is splendid.—John H. Vocke & Son, Napoleon, O.

I ALWAYS LIKE to read the Grain Dealers Journal.—E. B. Schmitt, Pretty Prairie, Kan.

UNDER the new schedules grain when shipped in less than carloads will take the 4th class rates.

I FIND the Grain Dealers Journal a very reliable paper.—F. P. Hawthorn, McPherson, Kan.

PRODUCTION and use of soy beans and cow peas is reported in Mo. Bull. 12, 1914, by W. L. Nelson and others.

I HAVE ENJOYED the Grain Dealers Journal very much.—B. G. Cochrane, bldg. foreman, Federal Elvtr. Co., Detroit, Minn.

MAIZE CULTURE is the title of a paper by A. H. E. McDonald in Dept. Agr. N. S. Wales 78, 1914, discussing methods of production employed in New South Wales with the corn crop.

Exports of Grain, Weekly.

Week	WHEAT.		OATS.	
	1914.	1913.	1914.	1913.
July 4	3,794,000	3,358,000	470,000	550,000
July 11	5,758,000	3,535,000	672,000	647,000
July 18	5,087,000	2,130,000	474,000	444,000
July 25	7,711,000	4,199,000	277,000	207,000
Aug. 1	8,196,000	4,472,000	345,000	437,000
Aug. 8	4,347,000	6,278,000	384,000	118,000
Aug. 15	3,425,000	6,551,000	280,000	366,000
Aug. 22	9,286,000	5,731,000	612,000	218,000
Aug. 29	8,643,000	6,504,000	323,000	92,000
Sep. 5	9,049,000	3,984,000	769,000	278,000
Sep. 12	7,440,000	3,356,000	2,746,000	157,000
Sep. 19	5,230,000	2,812,000	2,660,000	138,000
Sep. 26	6,433,000	3,245,000	2,570,000	94,000
Oct. 3	8,304,000	4,245,000	4,078,000	147,000
Oct. 10	6,368,000	4,135,000	1,611,000	68,000
Oct. 17	4,291,000	4,620,000	2,000,000	165,000
Oct. 24	4,917,000	4,611,000	1,696,000	2,000,000
Oct. 31	5,691,000	4,777,000	2,167,000	1,696,000
Nov. 7	5,866,000	4,374,000	1,845,000	91,000
Nov. 14	7,585,000	5,472,000	1,728,000	134,000
Nov. 21	5,767,000	4,871,000	2,219,000	148,000
Nov. 28	5,874,000	4,061,000	1,819,000	202,000
Dec. 5	9,381,000	3,161,000	1,428,000	7,000
Dec. 12	5,515,000	4,598,000	933,000	173,000
Dec. 19	9,492,000	3,895,000	1,772,000	149,000
Dec. 26	5,199,000	3,329,000	1,754,000	91,000
	1915.	1914.	1915.	1914.
Jan. 4	5,807,000	3,626,000	717,000	51,000
Jan. 11	7,362,000	4,562,000	124,000	296,000
Jan. 18	7,062,000	3,686,000	859,000	279,000
TL.	188,730,000	124,178,000	39,332,000	10,443,000

Dons Overalls Back Home.

John E. Hughes, manager of the Culver Grain & Live Stock Ass'n, Culver, Kan., was induced recently to pose for a photograph, and his "decollete" costume shown in the engraving will interest the many friends who have met Mr. Hughes only as a good mixer around convention halls. Tho' able to devote considerable time to furthering the interests of the Co-operative Managers' and the Kansas Grain Dealers' Ass'n's Mr. Hughes is reported to be a hard worker when at home and the picture helps verify the report.



John E. Hughes, Culver, Kan.

Identity and Extermination of the "Green Bug."

The urgent need of destroying the "green bug" or spring grain aphis was recently called to the attention of Texas and Oklahoma growers by the Dep't. of Agriculture, which advised the plowing under or burning of all volunteer grain, the favorite breeding place of the insect.

Half a dozen insects, each so small as



The Green Bug.

to be hardly visible, have been known to multiply so rapidly that at the end of three weeks, were it possible to accumulate all of the bugs into one mass, they would fill a good sized silo. The destructive ravages of the bug might be suppressed to some extent were the grain trade more familiar with its appearance, and to give an accurate description of all varieties of the spring grain aphis the government has conducted an extensive investigation.

Three species have been found in grain fields, first in importance being the commonly termed "green bug," shown in the engraving. The shape of the wings and forked of the veins is the only method of identifying this species from the European aphis or the *Aphis avenae*, often called the oat aphis. The third vein from the body of the "green bug" is only once forked; the same vein in the two other species is twice forked, but in the European aphis that second fork is larger than in the oat species.

The European and oat species are not particularly destructive, and the danger to the grain growers lies chiefly in their being unable to determine the destructive bugs from those less harmful. The "green bug" generally clings to the upper surface of leaves, or seeks the throat of the plant. Shortly after it has infested a plant the leaves slowly redden, later turning brown. These infested plants are generally found in small groups within a grain field and immediate action is necessary if the unaffected sections are to be saved. Spraying the diseased plants may occasionally be effective but their destruction by burning is more productive of results. After plants have been cut down and burned the ground which they occupied should be plowed under.

It has also been noted that the first plants in a field to show signs of "green bug" visitation are the volunteer shoots. For this reason growers of wheat, which is the bug's favorite plant, would safeguard their fields if all volunteer plants were destroyed as soon as discovered, whether or not they showed signs of the bug.

Nearly all previous ravages of the "green bug" west of the Mississippi River have originated in central or northern Texas or southern Oklahoma. In the east, southeastern Georgia or southern South Carolina have been the points of inception, while northern invasions have generally started in Missouri, Tennessee or North Carolina. In the latter locality the insect generally passes the winter in

the egg stage owing to the cold weather, and therefore is not developed in the spring sufficiently to cause serious damage. In the south, however, the pest has been known to breed and develop throughout the winter, obtaining in excessive abundance by seeding time.

New Grain Handling Plant at Hull.

A large grain handling plant and silo is being erected by the N. E. & H. B. Railways at their new dock at Hull, England. The structure is situated at the end of the N. W. arm of the dock, and covers an area approximately 330 feet in length, and 270 feet wide, and rises to a height of 96 feet above quay level.

Very efficient machinery will be installed, which will unload grain from ships at the quay, and convey it about 90 feet from the face of the quay to the receiving house, which is to extend across the whole front of the building.

Immediately behind the receiving house will be the two silos, each containing 144 bins, 12 feet square, and 50 feet deep, which will hold 2,000,000 bus. (40,000 tons) of grain.

Below the two silos are two floors to be used for sacking and handling grain, and above the silos will be another floor and roof. The floors over the silos will be connected by bridges at each end of the structure.

In the space between the two silos and at each side of the silos, will be constructed covered wagon ways, each having two lines of rails for the loading and unloading of railway trucks.

Below the ground will be four subways, extending the full length of the silos, in which conveying machinery is to be installed. These subways will connect at one end with the distributing chamber, which will be constructed entirely below ground, and which will occupy the whole of the space between the quay wall and the face of the receiving house.

The floor of the distributing chamber is 16 feet below the quay level, and the roof, which is 3 feet below the quay will be covered with earth and paved, so as to leave the space between the quay wall and the receiving house open to traffic passing round the dock.

The distributing chamber is also to be connected to subways which are already constructed below the ground in front of the warehouse, at either side of the quay.

The whole of this structure both above and below ground, including columns, beams, floors, walls, bins and roofs will be a monolith of reinforced concrete, and be fireproof throughout.

No wood whatever will be used in the structure, excepting for some of the doors, all staircases will either be of metal, reinforced concrete or stone.

The contract for the whole of the structural work was placed with the British Reinforced Concrete Engineering Co., Ltd., who will use their B. R. C. reinforcement throughout the whole of the work.

THE UNITED KINGDOM's yearly expenditure for bread is \$401,500,000, of which 70% is made from imported wheat.

MOVEMENT OF WHEAT prices and its causes is given by L. Perimann in Schr. Ver. Soz. 139, 1914. The author discusses relative changes in prices in Prussia, France, England and the United States, and the factors influencing the fluctuations.

Thomas K. Martin.

Thomas K. Martin, who has been elected vice president of the St. Louis Merchants Exchange, is a native of Kentucky. He lived on a farm in that State until he was eighteen years old, imbibing a running knowledge of grain and agricultural technique. He went to St. Louis in 1889 and launched in the commission business with W. L. Green Commission Co. When Mr. Green retired from the trade, Mr. Martin joined G. L. Graham & Co. In 1911 the firm was incorporated as the Graham & Martin Grain Co., Mr. Martin having purchased the full control.

In recent years Mr. Martin has taken an active and important part in the activities of the Merchants Exchange. He has served on all its committees, and otherwise worked in the advancement of its interests. He has been secretary of the St. Louis Grain Club since its organization in 1909. Mr. Martin has an excellent idea of law as applied to the grain trade, and acted as advisor to the Grain Club and Exchange in numerous tangled situations.

PRESIDENT WILSON has announced that examinations will be made into the wheat situation only to ascertain if illegal acts have been committed, as no power is vested in anyone to place an embargo on exports of wheat.

U. S. DISTRICT Court for southern district of New York has ruled that so far as the war tax bill purports to levy a tax on Bs/L, manifests or charter parties covering export shipments, it violates the federal constitution and is therefore void.



Thos. K. Martin, St. Louis.

The GRAIN DEALERS JOURNAL.

Plugs Prove Stealage of Grain.

BY JOHN DOWER, SUPERVISOR OF WEIGHTS,
MERCHANTS' EXCHANGE, ST. LOUIS.

The stealage and loss otherwise of grain from cars should give a Weighing Department much concern as a great deal of it can be directly traced to inadequate police protection on the part of the carrier in the terminal Yards and on sidings. It seems apparent that the policy of many of the roads is to prefer taking a chance not to pay a claim than to give the necessary protection.

Without any special effort on the part of our supervisors we have accumulated some of the paraphernalia used in stealing grain from cars. One of the most effective of these tools shown in the photograph is the "jimmy," with which they pry or lift off the sheathing just enough to let the grain run out. This tool is furnished by the carrier unconscious of its value to the grain thief. It is a very convenient tool—a better one could not be made for the purpose. I have been informed that it has been found in merchandise cars the contents of which have been rifled. It is the key of the brake shoe and can be slipped out and put back in place again.

The plugs shown in the engraving were used to stop auger holes. Invariably these openings were found in the corner just far enough away from the wheel so that a sack could be filled. In some instances it was evident that a tarpaulin had been used to avoid spilling on the ground. This hazard I can safely say exists wherever grain cars are side-tracked or stored in yards or on switches adjoining populated districts. If the truth were known, this method of pilfering would account for many of the unexplained shortages that come under our observation.

Car No. 54202 R. I. from which plug No. 10 was taken was reported at destination about 1,500 lbs. short.

The three small plugs represent about 2,000 lbs. of wheat taken from cars 24820 A. T. & S. F. 36285 R. I. and 50992 R. I. This is not conjecture, as we have data to verify our statement.

I do not have to offer this in extenuation of any shortcoming or lack of efficiency in our Department, as I believe the evidence is the contrary; I simply furnish it as a matter of fact, showing conditions as we find them and feel satisfied that if the bottom of cars were closely scrutinized many more of these plugs would be found.



1. Brake shoe key used to pry up sheathing of cars, allowing grain to run out.
2. Railroad spike used for same purpose.
- 3-4-5. Sheathing broken from car No. 70368, B. & O.
6. Point of brake shoe key found sticking in sill of car No. 70368, B. & O.
7. Corn cob and paper used to plug auger hole in car No. 67510, Wab.
8. Corn cob used to plug auger hole in car No. 7765, P. M.
9. Wooden plug and rag found in auger hole of car No. 16232, M. K. T.
10. Wooden plug found in auger bored hole of car No. 54202, R. I.
- 11-12-13. Wooden plugs found in auger bored holes of cars 24820, A. T.; 36285, R. I.; and 50992, R. I.

Mid-Winter Meeting of Michigan Ass'n

The mid-winter meeting of the Michigan Hay & Grain Ass'n was called to order by Pres. Frank Young at the Temple Theater, Owosso, at 10:00 o'clock Jan. 14. After invocation by the Rev. Hanks, Mayor De Young delivered his address of welcome, responded to by M. J. Hart, Saginaw.

Many non-members were present, and in his opening address Pres. Young explained the benefits derived from membership, resulting in 15 new names on the membership roll. He recommended that the shippers obtain a better understanding among themselves and concluded by thanking those present for the interest shown in the meeting.

At the last meeting of the ass'n, county organizations were started with a vice-president appointed as leader of each. These leaders were called upon to report any progress made, but with the exception of John McDonald, Tecumseh, W. I. Biles, Saginaw and R. Z. Allen of Jackson the gentlemen were absent. Those present reported that since organizing, altho no meetings had been held more harmony was manifested than before.

The chief address of the morning was to have been delivered by H. G. Morgan, but he was unable to attend. Donald McDonald of Saginaw, chairman of the transportation com'ite was also away on business and his proposed recommendations remain a secret.

The meeting was thrown open to general discussion on good baling and correct weighing of hay. John L. Dexter of Detroit had the champion grievance. A shipment recently consigned to him was composed chiefly of chaff, hid by a thin coating of hay, but as the bales were well bound it was not noticed until the consignment had been distributed over a large area by Mr. Dexter. Complaints are still coming in and Mr. Dexter is trying to locate the guilty farmer and baler and promises a merry time when they are cornered. Other experiences were related by W. I. Biles, E. F. Forrest of Saginaw, and Alfred Todd of Owosso.

Mr. Forrest read a program of a meeting held by the ass'n 13 years ago, showing that the Michigan shippers were at that time trying to solve the same problems which confront them today, and concluded therefore that nothing had been accomplished in all those years. He made a motion that a com'ite prepare a bill to be presented to the present session of the legislature at Lansing, compelling correct weighing and baling by pressers and balers. The remarks of Mr. Forrest were challenged by Pres. Young who stated that Mr. Forrest was entirely out of touch with what was going on. The president then pointed out numerous recent accomplishments of the ass'n.

Pres. Young: It is my pleasure to inform you that this meeting was called at Owosso in honor of one to whom the ass'n owes a great deal, a man who is really the father of the Michigan Hay & Grain Ass'n, Alfred Todd, and I wish to call upon him for a few remarks.

Alfred Todd: Anything which I may have accomplished for the Ass'n I have tried to do honestly, but I have made mistakes; these however have been of the head and not of the heart. I think the attempt to get accurate baling and weighing of hay a good one and will do everything in my power to assist. When we sell a man a ton of any product we should deliver a full ton and the quality of the product should be up to standard.

Following the remarks of Mr. Todd the meeting adjourned to 2:00 o'clock for the afternoon session.

AFTERNOON SESSION.

The afternoon session was attended by 70 members, many of whom arrived during the noon hour. They were pleasantly surprised with the announcement that John B. Daish of Washington, D. C., was in the meeting and had promised to make an address. Upon arising Mr. Daish was greeted with much applause.

John B. Daish: Since it is the custom now to run things by com'sns I might discuss briefly the new Federal Trade Com'sn in which you are all interested. This is a comparatively new body, and no one knows much about it. The President is considering now the appointment upon that Com'sn a former district attorney from Detroit. The secret of success of all com'sns is the personal responsibility placed upon different members. Courts have found that they were unable to handle trusts, because as a rule a court can not "sit down and talk the matter over" so com'sns have been formed to cope with them. Trusts, whatever they are, are supposed to be prohibited by the Sherman law. It is to determine this question, and make numerous investigations that the Federal Trade Com'sn is being brot into existence. It will consist of 5 members at salaries ranging upward from \$10,000 a year, and with headquarters at Washington. The powers of the body which concern you most, respect the prohibition of unfair methods of competition. It will continue the investigations of the Buro of Corporations, and employes of that Buro will be employed by the Com'sn. Export and import trade of individuals or corporations may be investigated by the Com'sn, as may also any general matters, but it has no jurisdiction over transportation or banking. The question arises however, "What are Unfair methods of Competition?" What is the com'sn going to do when it finds a method which it considers unfair? The law provides for unfair competition but this is vastly different from an unfair method. The Com'sn may send an examiner to your office to look over your files, books, etc., and then say that you must stop your present method of doing business. Cut throat competition has produced unfair methods; when the market goes down, and when we have an anxiety for tonnage rather than profit, we are going to do things we would not do if we stopped to think. Ass'n's are based upon co-operation and so far as I see, faking grades or the old trick of "Jewing down" are the only chances of unfair methods in your trade. If this is unfair you should not practice it, neither should your neighbor, but while these might appeal to one as unfair methods another might consider them fair, so it is hard to draw the line.

W. A. Cutler, president, and J. Vining Taylor, Secretary, of the National Hay Ass'n, addressed the convention stating the benefits of membership in the larger organization and calling attention to the Niagara Falls meeting on July 6, 7 and 8.

W. I. Biles delivered a short oration on transportation covering the subjects of increasing the classification on hay and the minimum on oats. Increasing the oats minimum to 60,000 lbs. will mean that comparatively few grain men have sufficient bin room and Mr. Biles intimated that many would have to rebuild at a big expense to elevator operators. Especially is this true where the operator endeavors to keep separate the different grades of oats. While the railroads

should be compensated for the service they give they should be only reasonably compensated, and Mr. Biles believes that the interests of the grain trade would be best served by each individual joining the National ass'n and permitting that body to fight the battle.

Christian Breisch of Lansing presented a copy of the Moss bill and asked for the convention's opinion on the subject. The members present decided to fight the bill and a comitee will be appointed to look thru the bill carefully before making definite recommendations for procedure. After reading of communications by Secy. Graham and a short talk on hay by Mr. Martin of Atlanta, Ga., the meeting was adjourned.

Among the shippers in attendance were:

Adrian, W. A. Cutler; Bennington, J. W. Shippee; Battle Creek, A. J. Carpenter; Big Rapids, L. J. Stimpson; Birch Run, T. J. Hubbard; Charlotte, C. S. Martin; Chesaning, L. W. Doane and C. E. Stuart; Cass City, Joe Frutche and E. A. McGeorge; Carland, C. A. Crole; Durand, F. E. Leighton; Gaines, George Judson; Gladwin, F. J. Flynn; Grand Rapids, J. E. Malloney and E. L. Wellman; Henderson, George Detwiler; Holly, John A. Braley; Howell, M. Gordon; Imlay City, L. Steele; Jackson, J. E. Mitchell, J. C. Graham, and R. Z. Allen; Laingsburg, C. R. Bailey; Lansing, F. L. Young and John A. Daley; McBain, A. E. Shelpess; Melvin, James Kerr; Middleville, R. T. Kenyon; Mt. Pleasant, Howard Chatterton; Moline, C. B. Smith; Marlette, H. D. Jeffords; Owosso, W. H. Van Sice, Fred Welch, C. C. Wright; James Shipper and Alfred Todd; Portland, F. S. Lockwood; Saginaw, E. F. Forrest, W. I. Biles, R. Quinnan, H. Admiral, M. J. Hart, and both members of the Smith Connors Co.; St. Johns, Frank Diamond; Sanford, W. H. Alswede; Scotts, H. R. White; Shepard, L. H. Mulvey; Tecumseh, John McIntyre; and Wheeler, D. H. Kirkey.

Douglas Halliday Dies

Douglas Halliday, pres., H. L. Halliday Milling Co., Cairo, Ill., died Wednesday morning, Jan. 13, after a 4 years' battle with tuberculosis. He died and was buried at San Diego, Cal., where he was seeking to regain his health.

Mr. Halliday was born in Cairo, Ill., Sept. 4, 1876, and was educated at St. Paul's School, Concord, N. H. Upon the death of his father in 1895 he entered the employe of the H. L. Halliday Milling Co., Cairo, intent upon learning the feed business from the ground up. By close attention to details in the manufacturing end he was soon able to take up more important duties in the office. Here his progress was so rapid that in 1909 he was elected president of the institution, and devoted from that time on, all of his efforts in managing the business.

He took such an interest in the new duties and devoted himself so exclusively to building up a larger business, that after one year as president he was taken



Douglas Halliday, Cairo, Ill. Deceased.

ill, and his physician ordered him to go west where a different climate was expected to restore his failing health.

Mr. Halliday was a member of the Cairo Board of Trade and popular in the milling and grain trade, where his genial nature won for him a host of friends, all of whom were greatly grieved, tho not surprised, to hear of his death.

Work Planned by Office of Markets

Charles J. Brand, Chief of the Office of Markets and Rural Organization, in testifying before the House Com'ite on Agriculture recently, declared that within the last year \$100,000 has been lost in the state of North Dakota alone, thru failures of farmer elevators. He said the main reason for these failures was inadequate accounting.

The Office of Markets is now trying to find a means whereby the farmer will obtain more money without increasing proportionately the cost to the consumer. Mr. Brand first compared mutual with independent elevators and he testified "We are convinced the farmer gets a great deal more out of his grain sold thru the mutual elevators, but no surveys have been carried on making an actual comparison" of the 2 types and he asked permission to make such comparison.

"We want to lessen the labor and increase the profit to the farmer," said Mr. Brand. "We are not going into this with the preconceived idea that the middleman is an absolute nuisance, but with the notion that he may perform the service more cheaply than the farmer could perform it for himself."

"Have you been able to find any evidence that co-operative elevators actually perform the physical work of handling and grading any more efficiently or cheaply than old-line elevators?" was asked.

Mr. Brand replied that he had no conclusive data. Co-operative elevators, he stated, have not eliminated the middleman, but only to a certain extent around the primary markets. The methods of marketing grain at present are more economical than he realized, and while some people are making large profits, he admitted it was due to the volume of business rather than from large margins of profit.

In discussing the grain grades act Mr. Brand testified that when the licensing system of government inspection proposed by the act is put into effect the grain upon arrival at a terminal market, will receive a grading that will be accepted in any of the other terminal markets.

It is proposed to begin a careful, systematic, "soundly economic" investigation of the functions, uses and abuses to some extent, of future trading in grain.—P.

SWEDEN'S IMPORTS of corn for September, 1914, were 12,503,191 lbs.; oats, 363,763 lbs.; rye, 65,036 lbs.; and wheat, 5,186,296 lbs.; compared with the following figures for September, 1913: Corn, 12,471,151 lbs.; oats, 14,783,015 lbs.; rye, 29,058,596 lbs.; and wheat, 51,859,342 lbs.

FLAX STRAW which is being thrown away in large quantities will be utilized hereafter at Crookston, Minn., in the production of tow, oakum and flax twine. The Commercial Club of that city reports that a plant to manufacture these products will be erected as soon as frost is out of the ground, and enough raw material is now on hand to carry the project until the 1915 crop of flax is harvested.

The GRAIN DEALERS JOURNAL.

Seeds

EXPORTATION OF CLOVER seed from Denmark has been prohibited by the Government.

SEED TESTING is the subject of a paper in Mont. Sta. Cir. 38, 1914, by A. Atkinson and B. W. Whitlock.

CULTURAL METHODS and tests of varieties of alfalfa are reported by J. B. Daggett in Agr. Gaz. Canada 1, 1914.

NEW VARIETIES of seed corn at San Antonio, Tex., have been found to yield 31.7% more than the average.—P.

RESULTS of various seed tests at Continental stations are reported by the Jour. Bd. Agr., London, in Sup. 13 to the Aug. 1914 edition.

FARMER SEED & NURSERY Co., Faribault, Minn., has registered the words Golden Jewel as a trade-mark descriptive of its yellow dent corn.

THE BRITISH government has prohibited the exportation of clover and grass seed to the neutral countries of the continent.—C. W. Le May & Co.

ST. LOUIS, Mo., Jan. 14.—The demand for field seeds is better, and the prospects are we will do a big business. Fair stocks are on hand.—Chas. Prunty.

CLOVER SEED exports from the United Kingdom to European ports have been prohibited except in the case of France, Spain, Portugal, Russia and Belgium.

FRANCE has prohibited the exports of flax or hemp, either raw, stripped or combed, tow or thread; seeds for sowing, including forage, and other seeds, including vetch.

MISSOURI SLOPE SEED Co., Garrison, N. D., has been incorporated by G. L. Robinson and Alex Slagg of Garrison and Geo. Barrow of Emmett, N. D., with a capital stock of \$5,000.

PEORIA received 150,000 lbs. of seed in December, 1914, compared with 1,380,000 lbs. in December, 1913, and shipped 60,000 lbs.; compared with 180,000 lbs. in December, 1913.

CHINESE CORN of a specialized type has been found more drought resistant in the United States than any native variety but the plants are too small to yield commercial crops if planted at the usual distance.—P.

THE SEEDS and castor beans com'ite recently elected by the St. Louis Merchants Exchange for the ensuing year is composed of Fred S. Plant, chairman, Ben P. Cornelius, Robert W. Pommer, Charles E. Prunty, J. Paul Berger, and Arthur W. Schisler.

DISTRIBUTION OF SEED grain to Canadian farmers whose crops suffered as a result of the drought last summer, will commence Feb. 15, and J. Bruce Walker, com'sner of immigration, is at present on a tour thru Alberta and Saskatchewan to determine the most needy districts.

MILWAUKEE RECEIVED during December, 1914, 668,755 lbs. of timothy seed, 2,903,020 lbs. of clover seed, and 35,250 bus. of flaxseed, compared with 253,505 lbs. of timothy seed, 469,230 lbs. of clover seed and 96,000 bus. of flaxseed in December, 1913. Shipments were 1,115,925 lbs. of timothy seed, 1,922,395 lbs. of clover seed and 2,420 bus. of flaxseed, compared with 309,585 lbs. of timothy seed, 712,075 lbs. of clover seed and no flaxseed in December, 1913.

LEXINGTON, Ky., Jan. 22.—Clover, timothy and Kentucky blue grass seed is beginning to move and we expect an active market in a few days. Prices on clover and timothy are strong.—Goodloe Seed Co.

FLAXSEED Inspection Com'ite appointed at Chicago to serve during 1915, is composed of H. T. Newell, Adolph Kempner, and J. J. Fones. The arbitration com'ite on grass and field seeds is H. T. Newell, E. A. Doern, J. E. Brennan, G. S. Green, A. L. Somers, F. E. Winans, and T. M. Hunter.

EARLY BARD wheat is gaining steadily in popularity with the grain trade of the Big Bend country near Ritzville, Wash., and a big yield is reported by State Grain Inspector R. D. Jarboe. The new wheat is especially adapted to this country, being a good drought resister and having a light straw. The only objection is that it is bearded.

FETERITA GRADES have been established at Chicago by the Illinois state grain inspection dep't, at the request of Kansas shippers who wish to consign feterita to that market. The grades established are as follows: No. 1 shall be of choice quality, sound, dry and well cleaned; No. 2 shall be sound, dry and clean; No. 3 shall be not dry, clean or sound enough for No. 2, and No. 4 shall include all mixed feterita, badly damaged, damp, musty or very dirty.

CANADA IS IMPORTING red clover this season instead of exporting. Crop is very short. She usually exports nearly half her crop, most of her exports going to the United States. She usually raises considerable alsike but crop is very poor this season. She generally exports nearly two-thirds of her alsike crop, mostly to Europe. Exports red clover and alsike combined were 47,440 bags season ending March, 1914, against 27,640 two seasons ago. She exported 37,560 three seasons ago. She imports about three times as much timothy seed as her total exports of red and alsike. Seventy per cent of her timothy imports are usually from us.—C. A. King & Co.

PANAMA CANAL may become an important clover seed factor. Far west is steadily increasing its acreage. It raises a surplus. Yield there is large. New York and Pennsylvania are the big consumers. They always ship in. Portland, Oregon, has to pay eighty-nine cents a bu. on carlots all rail to New York City. She can ship all water via the Canal for only 30c on one line and 33c on another. Less than carlots 54c on both lines. Toledo's rail rate to New York is about half as great as the water rate from Portland to New York. Seaboard has received some far western seed this season via the Canal. Toledo has received some by rail. Crop in Far West has mostly been marketed.—C. A. King & Co.

DE KALB COUNTY, Illinois, has engaged in seed corn growing on an extensive scale, specializing on Green's Western Plowman, a variety that outyields all others 3 to 4 bus. per acre. A stock of 3,500 bus. of carefully selected ears will be distributed this spring by the De Kalb County Soil Improvement Ass'n to its members at \$4 per bu. from the storehouse in the city of De Kalb. Farmers have agreed to grow nothing but this variety as soon as enough seed is accumulated for the 140,000 acres of corn land in the county. F. W. Gault has been employed to conduct the seed business. Three years ago the Ass'n began the introduction of improved clover seed, and Wm. Murphy, seed dealer

of Sycamore, Ill., at the end of the first season sold five times as much clover seed as in a normal year, and it is expected the county will regularly have a surplus of clover seed to ship.

From the Seed Trade.

MCLEANSBORO, ILL., Jan. 16.—Clover crop very poor; acreage decreased about 50%. Timothy, alsike and alfalfa crops not up to normal, and acreages slightly decreased. No seed will be carried over; practically all in. Prospects on all seeds mentioned are very bright.—F. J. Chapman, mgr., McLeansboro Implement Co.

LOUISVILLE, Ky., Jan. 16.—The trade in the central and southern section of the country is very satisfactory at this time, and all indications point to a larger demand for grass and field seeds on account of the immense increase in acreage of winter wheat. Very little change in prices of most seeds, but firm tone in the market.—National Seed Co.

WEBSTER CITY, IA., Jan. 18.—The 1914 crop of pop corn is the best in four years, the average yield being 3,000 lbs. to the acre. The outlook for next year's crop shows there will be an increase in acreage. Farmers thruout this state are becoming more interested in pop corn as a money-making crop. There is some danger however of the supply exceeding the demand. Farmers should not plant any considerable amount of pop corn unless under contract with the big buyers, as it is quite often difficult to find a market. Only what seed will be necessary for next year's crop will be carried over for seed purposes. This will be a comparatively small quantity.—Iowa Pop Corn & Cereal Co.

NEW YORK, N. Y., Jan. 21.—The import situation has changed within the last few days. Austria-Hungary, Denmark and England have prohibited the exportation of clover seed, and Germany is about to follow during the next few days. France announced the prohibition of export already a week ago but since, the embargo has been raised. That country sends fewer offers from day to day and quotations are made only for late shipment, which generally does not interest the trade. The French market is very firm and shipping facilities very difficult. There is a good demand in Europe for different American grass seeds but very little possibility of shipping the goods.—Loewith, Larsen & Co.

LONDON, ENG.—Red clover.—An average crop in England, quality magnificent, the finest English seed is unsurpassed this year. A large quantity has already been disposed of. A fair quantity of medium grade seed was carried over from last year. France has a good crop on reasonable lines, but export is difficult owing to the movement of troops. The seed is difficult to clean on account of the dodder (*cuscuta*) and ribgrass (*plantago*). Italy has only a medium crop. Where dodder is not an objection Chilian seed is good value. The American crop is below the average, but we do not anticipate that they will be buyers in our market, unless of our finest quality. Canada has a short crop and is a buyer in America and England for finest grade only. New Zealand has also taken some English seed. Probably owing to the difficulty of getting their usual supplies from Germany, Austria, Hungary and Russia, the Scandinavian Countries have taken large quantities of English seed. The foregoing points to a firm market for red clover seed, especially for fine qualities.—C. W. Le May & Co.

TOLEDO, O.—The general demand from the east for clover seed has not made its appearance, but the impression is, that it will come strong when it does arrive. The tone of most eastern dealers is bullish. They regard the importation of much seed from Europe as extremely unlikely if not altogether impossible. Several seaboard houses have written us that they expect very light arrivals from Europe, that eastern stocks are low, and seeding requirements expected to be large. They all mention the French embargo on seed exports, on which the latest information appears to be that the embargo has been lifted, but the French government requires a permit for each individual shipment. This will naturally discourage exports. Most of the imports have been from France; very few from England. Local arrivals continue liberal for January, but are not effective in keeping prices down. Seed appears to be wanted on all recessions. The bulls think the market is giving a good account of itself in the absence of demand of any consequence.—Southworth & Co.

Imports and Exports of Seeds.

Imports, exports of domestic, and re-exports of foreign seeds during November, 1914; compared with November, 1913; and for the 11 months ending Dec. 1, 1914; compared with the corresponding period ending Dec. 1, 1913; as reported by A. H. Baldwin, Chief of the Bureau of Statistics, were, in pounds, as follows:

IMPORTS.

	November.	11 mos. ended Dec. 1.	
	1914.	1913.	1914.

Castor beans (bus.)	11,179	73,543	916,358	728,714
Flaxseed (bus.)	543,423	1,182,896	8,627,920	5,030,575
Red clover	315,535	179,617	5,070,329	3,196,592
Other clover	511,693	2,114,737	18,396,853	17,358,415
Oth. grasses	699,686	1,393,147	31,949,983	22,371,494

EXPORTS.

Clover	1,353,778	686,893	4,587,199	4,307,390
Timothy	1,381,064	1,210,595	10,908,955	11,975,448
Oth. grasses	576,089	641,867	3,739,616	4,637,121

EXPORTS OF FOREIGN SEEDS.

Clover	.....	.....	.....	1,810
Oth. grasses	.....	3,000	85,706	24,894

Election at Peoria, Ill.

Theodore Jacobs of the George W. Cole Grain Co. was elected president of the Peoria Board of Trade at the annual election Jan. 9. John R. Lofgren was unanimously elected to serve his 8th year as secretary, and W. C. White of the Illinois National Bank was made treasurer.

The new president is very popular with the members and his election was unopposed. Mr. Jacobs has worked hard for the interests of the Peoria grain trade and has advanced from the duties of office boy for the late J. M. Quinn to his present position at the head of the board. Upon the death of Mr. Quinn the business was taken over by the George W. Cole Grain Co., and Mr. Jacobs placed in charge.

Nominees for the 2 vice-president offices were Louis Mueller of the Mueller Grain Co., and Hugh Boyd. Nominees for directors were: C. H. Feltman, H. H. Dewey, J. H. Ridge, A. G. Tyng, N. R. Moore, C. C. Miles, T. A. Grier, T. J. Pursley, Adolph Woolner, and J. H. Murray. Board of Arbitration consists of Geo. L. Bowman, J. M. Van Nuys and Jas. Speer, and the Com'ite on Appeals is made up of L. L. Gruss, F. L. Wood, and E. R. Murphy.

Feedstuffs

ANALYSIS of all kinds of commercial feeding stuffs given by B. Youngblood in Texas Sta. Bull. 164, 1914.

LOUIS DE COGNETS & Co., Lexington, Ky., have built a new concrete elevator for feed, ear corn and oats, at a cost of \$3,000.—S.

THE SPRINGFIELD Milling Co., of Springfield, Minn., has been fined \$15 under the pure food law of shipping into Illinois adulterated and misbranded bran.—P.

FEEDING STUFFS are analyzed by the Berlin Agr. Chem. 1913, and reports made on feeds from the following grains: Corn, wheat, oats, rice, barley, rye and soy beans.

PEORIA received 5,422 tons of feedstuffs in December, 1914, compared with 5,799 tons in December, 1913, and shipped 9,422 tons compared with 11,740 tons in December, 1913.

MILWAUKEE RECEIVED during December, 1914, 21,870 tons of feedstuffs, compared with 17,040 tons in December, 1913, and shipped 28,263 tons; compared with 23,485 tons in December, 1913.

SUBSTITUTES FOR CORN rations in fattening swine is discussed by G. R. Eastwood in Ohio Sta. Bull. 268, 1914, and it is concluded that oats are less valuable per unit of weight than corn.

COMMERCIAL FEEDINGSTUFFS are analyzed by J. L. Hills, C. H. Jones, C. G. Williamson, and G. Anderson in Vermont Sta. Bull. 180, 1914. The feeds covered are buckwheat bran and middlings, rye middlings, ground oats, rye meal, corn meal, wheat bran, and alfalfa meal.

COM'ITES of the St. Louis Merchants Exchange and the St. Louis Millers' Club, appointed to discuss the proposed feeding-stuffs law now before the Missouri Legislature, decided in favor of the uniform feed law proposed by the Feed Control Officials of the United States, except that no revenue feature be included in the Missouri law.



Theo. G. Jacobs, New Pres. Peoria Board of Trade.

COTTONSEED FLOUR as a possible food for man is suggested by C. A. Wells in Jour. Indus. & Eng. Chem. 6, 1914, who points out that as it contains no glutenous substance it must be mixed with wheat flour when used.

TESTS OF FEED MILLS are given by H. Wirth in Arb. Deut. Sek. Landeskult 19, 1914. The amounts of coarse meal ground generally exceeded the amounts claimed for the machine by the manufacturer but the amounts of fine meal were generally less.

THE ALFALFA mixing plant of the Krogh Alfalfa Co., Omaha, Neb., is nearing completion and the company has recently been incorporated with a capital stock of \$100,000. The plant will have elevator capacity of 18,000 bus., and the daily output of mixed alfalfa feed will be 100 tons.

MINNEAPOLIS FEED Co., Minneapolis, Minn., has completed a 35,000-bu. blending house in connection with its feed mill. The new building has 14 bins. The 7-story elevator of the company was burned Jan. 13, the blaze following an explosion. Machinery and building were totally destroyed, the loss being \$50,000.

DISTRICT ATTORNEY at Kansas City has filed a libel for the seizure of 300 sacks of cottonseed meal shipped from Fort Worth, Tex., by the Riverside Cotton Oil Co., alleging misbranding in violation of the Pure Food and Drugs act. The sacks were labeled to contain 100 lbs. of cold pressed cotton seed cake, but averaged only 96 lbs. each in weight.

THE UNITED States government has appropriated \$3,560,000 for forage of army horses during 1915. This includes salaries of army grain inspectors, construction of bins and handling of the grain as well as the purchase price of oats, hay, bran, corn, barley and middlings. The forage allowance per animal in the army is 12 lbs. of oats per day for horses and nine lbs. for mules. The average cost is 29c per animal.—P.

Exports of Feeding Stuffs.

Exports of feeding stuffs during November, 1914; compared with November, 1913; and during the 11 months ending Dec. 1; compared with the corresponding period of 1913, according to the report of the United States Bureau of Statistics were, in tons, as follows:

	November.	11 mos. ended Dec. 1.
	1914.	1913.
Bran & mid.	1,133	256
Dr. grns. & mlt. spts...	47	4,144
Mill-feeds.	4,186	2,029
		3,760
		4,404
		20,163
		75,340
		41,031
		140,703

OIL CAKE AND OIL CAKE MEAL (Lbs.).			
Corn	6,265,158	6,078,490	57,690,646
Cotton-seed.	38,342,025	60,028,061
Lin-seed.	60,786,748	52,356,278	440,387,183
All oth.	1,856,550	90,000	795,640,435
			2,229,549

A RECONSIGNMENT of freight in transit, if made on or over lines other than that on account of which a B/L was originally issued, such consignment is a shipment for which a B/L, manifest or other memorandum should be issued and stamped. Where, however, the reconsignment is made under a B/L already issued and on the line first receiving the freight, and no further B/L, manifest or memorandum is issued, it is held no additional stamp accrues.—Com'sner W. H. Osborn, Treasury Dep't.

Grain Trade News

ARKANSAS

England, Ark.—R. L. Sawyers has succeeded me in the grain business.—W. M. Wilson.

Conway, Ark.—We will operate as Carter & Glenn and will deal in flour, feed and grain, buying in car lots.—Carter & Glenn.

CALIFORNIA

Los Angeles, Cal.—D. E. Loomis, vice-pres. of Nichols-Hammill-Loomis Co., died recently from heart trouble. For the last 10 years he has been engaged in the hay and grain business in this city.

CANADA

MacLeod, Alta.—The elvtr. of the MacLeod Flour Mills Co. which burned recently, will be rebuilt at once.

Montreal, Que.—The following officers were elected at the recent annual meeting of the Board of Trade; Geo. F. Benson, pres.; H. B. Walker, 1st vice-pres.; Z. Herbert, 2d vice-pres.; and Anson McKim, treas.

Toronto, Ont.—A. O. Hogg has been elected chairman of the grain section of the Board of Trade, J. T. Melady, vice-chairman; F. D. Tolchard, sec'y-treas.; D. O. Ellis, C. B. Watt, W. C. Omand, A. Cavanagh, R. I. Bredin, M. Brown and John Carrick, executive com'ite.

Ponteix, Sask.—We have four elvtrs. at this station, belonging to the Alberta Pacific Grain Co., Pioneer Grain Co., State Elvtr. Co. and Ernie-Laidlow Elvtr. Co. The Traders Elvtr. Co., of Neville, has material on the ground for a 5th house which will probably be built this spring. About $\frac{3}{4}$ of the elvtrs. in southern Saskatchewan are now closed on account of short crops last year.—T. H. Kavanagh, agt. Alberta-Pacific Grain Co.

Kingston, Ont.—A large Hess Drier will be installed at once for James Richardson & Sons. The drier will be placed at the water's edge and supplied with a small marine leg, by means of which grain may be taken direct from boats into the drier. The drier is intended to handle grain salvage extensively as well as ordinary damp grain from the elvtr. It will also be connected to the bins of the elvtr. so that either kind of grain may be handled at will.

Lethbridge, Alta.—The dept. of immigration has announced that seed grain will be advanced to persons who have their patent, who have lost last year's crop, no person receiving more than 400 bushels of grain, all kinds, according to the quantity of land in preparation for such grain. A mortgage will be taken upon the land, with the consent of the provincial government for the amount advanced. It had previously been reported that seed grain would only be furnished to holders of unpatented homesteads.

Toronto, Ont.—Dr. Magill, chairman of the grain com's'n, Com's'ner Staples and W. W. Jones, official vessel registrar, held a hearing in this city, Jan. 15 to 19, for the purpose of investigating methods of shipping grain on the great lakes. Methods of chartering, loading and unloading were explained in the testimony of the many grain men and vessel owners and agts. who appeared before the commission. The main question before the com's'n seems to be who is to assume the responsibility for the shortage that frequently occurs in lake shipments. It is believed that the com's'ion has in mind some change in the law, regulating the shipment of grain and especially in regard to the supervision of the various elvtrs. thruout the Dominion.

Transcona, Man.—Rosma Huzkal, employed in the C. P. R. Elvtr., was shot and instantly killed Jan. 17, by two men who entered his home for the purpose of robbery.

WINNIPEG LETTER.

Geo. Carruthers, of James Carruthers & Co., will sail for the front in a few days. He expects to be sent into active service in France.

Warren Dines, for many years a member of the Board of Trade, died Jan. 11, at the age of 60. He engaged in the grain brokerage business at this market in 1885 and retired in 1910 on account of ill health.

The protection extended by the moratorium to those in default on August 1, on payments on mortgages and land will cease on Feb. 1, enabling creditors to proceed in the courts for the recovery of the money due them. To those whose obligations matured after Aug. 1, the 6 mos. margin of additional protection will still apply. The effect of the moratorium is to extend by 6 mo. the period during which property in default is protected from foreclosure. Many seem to think that the moratorium measure itself lapses on Feb. 1. This is not the case. The Moratorium Act will remain upon the statute book until it is repealed.

To do away with the overwhelming amount of fraudulent grain classification which they allege has caused them to cut out the special rates on seed grain, the C. P. R., C. N. R. and G. T. P. Ry's., have issued a notice stating that flax seed and grass seed will be billed from the shipping stations at the usual full tariff rate, but on production of a certificate fully filled out, signed by the local sec'y of the Grain Growers' Ass'n in the district in which the consignee is located, counter-signed by the provincial sec'y and signed by the farmer to whom the grain is consigned or who is to use it, the agt. at destination will deliver the consignment at the rates outlined in the tariff. It is understood that these certificates will be issued by the Grain Growers' Ass'n or the United Farmers of Alberta, to any bona fide farmer applicant, whether he is a member of the ass'n or not.

COLORADO

Genoa, Colo.—Stinson & Stram have completed their 10,000 bu. elvtr.

Wray, Colo.—O. L. Mitten, pres. of the O. L. Mitten Grain Co., is a new member of the state senate.

Fleming, Colo.—We have succeeded the Farmers Elvtr., Mfg., & Supply Co.—Russell Mollohan, Farmers Co-operative Elvtr. Co.

Denver, Colo.—The warehouse and elvtr. of the Summit Grain & Coal Co. containing about 50 cars of grain valued at \$40,000, burned at 7 p. m., Jan. 5. When the fire was discovered flames were shooting out of the top of the elvtr. and nothing could be done to save the buildings. The blaze is believed to have started from an overheated heater in the warehouse. Thousands of dollars worth of wheat stored in bins near the elvtr. shaft in the elvtr. are shot to have been saved. The loss on the building is placed at \$2,000 but the loss on grain has not been estimated. F. D. Phelps, mgr. said: "It is impossible to give an estimate of the damage caused by the fire. The warehouse was practically filled to its capacity with grain. The building and stock is heavily insured, but whether it will cover the loss I do not know."

IDAHO

Rockford, Ida.—Rockford Mill & Elvtr. Co., incorporated; capital stock \$20,000; S. Berg, incorporator.

Rexburg, Ida.—The elvtr. of the Rexburg Mfg. & Grain Co., containing 60,000 bus. of wheat, burned Jan. 9.

Idaho Falls, Ida.—The Farmers Grain & Elvtr. Co. elected J. H. Fullenwider, pres. at the recent annual meeting. F. H. Torne-ton was chosen vice-pres.

Caldwell, Ida.—We do not expect to build an elvtr. as grain is not plentiful enough in this vicinity to warrant it, and all grain in this vicinity is sacked.—W. T. Bales, Farmers Co-operative Ass'n.

ILLINOIS

Matteson, Ill.—The Farmers Grain Elvtr. Co. is being organized at this point.

Bristol, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$7,000 to \$20,000.

Manteno, Ill.—Farmers Elvtr. Co. has increased its capital stock from \$15,000 to \$20,000.

Gifford, Ill.—J. E. Eyer, of Mendota, is now mgr. of the Farmers Elvtr. Co. at this station.

Peoria, Ill.—Our office here is closed and has been reopened at Champaign.—Zorn Grain Co.

Mason City, Ill.—The office of J. A. McCreery & Sons has been moved to the McElheny Bldg.

Smithfield, Ill.—The Smithfield Elvtr., for many years a land mark, has been wrecked for old lumber.

Dixon, Ill.—Gordon G. Utley has succeeded J. A. Forrest as pres. of the Dixon Cereal & Feed Co.

Beardstown, Ill.—Mrs. Schultz, wife of John Schultz, senior member of Schultz, Buanjan & Co. died Jan. 6.

Lee Center, Ill.—I will handle grain, lumber, coal, etc., having succeeded the King Grain Co.—A. F. Jeanblanc.

Sandwich, Ill.—The Neola Elvtr. Co. has sold its oldest elvtr. to Shabbona men and it will be wrecked for old lumber.

Delavan, Ill.—The Wayne Bros. Grain Co. has had its scales at this station, Sam Jose and Wayne, inspected and O. K'd.

Granite City, Ill.—The Corn Products Co. will re-open its plant here Feb. 1. It has a capacity of 10,000 bus. of corn per day.

Champaign, Ill.—The offices of the Zorn Grain Co. will be moved from Peoria to this place, Feb. 1.—H. J. Mazzoni will be mgr.

Havana, Ill.—My business residence is still in this city and reports that I had changed it to Peoria are incorrect.—G. C. McCadden.

Whitaker, (Grant Park p. o.), Ill.—The Farmers Grain Co. has bot the elvtr. of Taylor Bros. and I will remain as mgr.—F. L. Jarvis.

Jerseyville, Ill.—The Stanard Tilton Mfg. Co. will erect a 25,000 bu. capacity concrete elvtr. here. The Finton Construction Co. has the contract.

New Berlin, Ill.—Chas. R. Taylor has decided to remain as mgr. of the Farmers Elvtr. Co. according to a report. He resigned some time ago.

Delavan, Ill.—The Farmers Elvtr. Co. will build an elvtr. at Holmes Crossing on the I. C. just west of this city. The house is to be completed in time for the next crop.

Iroquois, Ill.—The new 32,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed and is in operation. The corn cribs adjoining the elvtr. have a capacity of 14,000 bus.

Havana, Ill.—We will build a 40,000-bu. elvtr. on the C. B. & Q., 3½ miles west of this city. Will start work as soon as weather permits.—J. A. McCreery & Sons, Mason City.

Osberneville Sta. (Blue Mound p. o.) Ill.—C. P. Cline and Jesse Hight, of Decatur have bot the elvtr. of F. M. Murphy & Co., formerly operated under lease by E. R. Ulrich & Son.

Peotone, Ill.—J. J. Mahon is mgr. of the elvtr. of E. Esson which he recently bot at public sale. Fred Carstens is office mgr.

East St. Louis, Ill.—The Elmore-Schultz Grain Co. of St. Louis, Mo., has taken over the Western Elvtr. formerly operated by the Miller Grain Co. and Wright Bros.

Camargo, Ill.—R. M. Revell, senior member of Revell & Howe, has retired from the business, and it will be continued under the same management by J. H. Howe, of Tuscola,—Ira E. Williams.

Bloomington, Ill.—The directors of the Farmers Grain Dealers Ass'n, which will hold its annual convention in this city, Feb. 16 to 18., are pleased to announce Governor Dunne as the chief speaker at the convention.

North Henderson, Ill.—We are operating the elvtr. we recently bot of the W. A. Fraser Co. J. E. Deets is pres. of the company, S. Johnson, vice-pres., R. E. Shaver, sec'y, J. L. Curtis, treas. and Alex Miller mgr.—North Henderson Grain Co.

Olivet, Ill.—Land has been purchased at this station by a man from Kansas, who it is reported will come here in the spring and build an elvtr. The report that we would build is wrong.—John C. Emig, industrial agt. Big Four R. R. Cincinnati, O.

Seaton, Ill.—A. L. Duncan & Sons, for 20 years in the grain business at this point, has dissolved. Mr. Duncan, Sr. will retire from business entirely and one of the sons, will devote his time to farming. The other son, Frank, will continue in the grain business.

Decatur, Ill.—The firm of Conley, Quigley & Co. has been dissolved. The company operated offices in this city and at Clinton, the office here now being operated by Ware & Leland with J. E. Quigley as mgr. The Clinton office is operated by Conover Com. Co.

Lilly, Ill.—Walker, Viemont & Sparks have leased the elvtr. of the Zorn Grain Co. at this station and have closed it so as to cut out competition. I am now with the Worth Gyles Grain Co. at Springfield, we have an office in the Ferguson Bldg.—G. J. Bronaugh, formerly agt. for Zorn Grain Co. at Lilly.

La Hogue, Ill.—The Farmers Elvtr. Co. has publicly announced that it will hold a meeting Jan. 30, for the purpose of voting on the question of the dissolution of the company, and the disposition of the assets. The move is said to be the outcome of the speculations of former mgr. Sherman Zea. He turned all of his property over to the stockholders but the loss was not fully covered.

Vermillion Grove, Ill.—We have bot the property which the National Elvtr. Co. of Ridgefarm, formerly leased of the A. A. Patterson Estate, but we have not bot the company's holdings here.—F. Jones, mgr. Farmers Elvtr. Co., Ridgefarm.—The property bot by the Farmers Elvtr. Co. formerly leased by us, is 2 miles north of Ridgefarm. We had some cribs here and in the spring will probably build other cribs.—National Elvtr. Co., Ridgefarm.

Merritt, Ill.—We intend to build a 15,000-bu. elvtr. with a 10,000-bu. corn crib attached. It will be up-to-date in every way and will be quipped with Fairbanks Engine, scales, and all modern machinery. Our officers are G. W. Hardwick, pres. and myself sec'y-treas. Work will be started on the elvtr. as soon as the weather allows.—A. F. Morris, Farmers Elvtr. Co. The elvtr. will replace the Greenleaf Elvtr. which rebuilt some time ago and has not been

Peoria, Ill.—The annual election of the Board of Trade was held Jan. 11 and the following officers were named: pres., Theo. G. Jacobs; vice-presidents, Louis Mueller, H. T. Boyd; sec'y., John R. Lofgren; treas. Wm. C. White; directors, C. C. Miles, A. G. Tyng, C. H. Feltman, J. H. Ridge, W. R. Moore, T. A. Grier, L. H. Murray, H. H. Dewey, T. J. Pursley, Adolph Woolner; com'ite on arbitration, Geo. L. Bowman; J. M. Van Nuyts, Jas. A. Speers; com'ite on appeals, L. L. Gruss, F. L. Wood, E. R. Murphy.

Urbana, Ill.—Sec'y S. W. Strong, of the Illinois Grain Dealers Ass'n, suffered an attack of pleurisy about 8 weeks ago. He partially recovered from the first attack, but the trouble returned from time to time. On Sunday, Jan. 10, he was taken very ill and on the 13th he was taken to the hospital, where his lungs were tapped. He is getting along very nicely, and if he continues to improve, he will return to his home in a few days. It will be a week or so, however, before he will be able to take up his duties in the office.

Beaverville, Ill.—Our elvtr. burned Jan. 13 and is a total loss. The fire started in the basement. The elvtr. has a capacity of 50,000 bus. and at the time of the fire contained 7,000 bus. of corn and 14,500 bus. of oats. The building and contents were insured for \$10,000. The house was built in 1896 and was of frame and cribbed construction. We will take steps to get all the salvage we can and will probably build a concrete house equipped with all modern improvements. Plans and locations are now under consideration.—The H. Lambert Co.—The loss on the building amounted to \$8,000 and to \$9,100 on the grain.

The railroads of Illinois, enthusiastic over the probable success of their request for increased freight rates, are already preparing to ask the legislature for a similar increase in passenger rates. One-half cent per mile will be asked, sufficient it is thought to swell the revenues by \$4,000,000 annually. A 7% advance in labor, and the expenses following state and safety legislation are the "reasons" given the public for the request. If instead of asking for a paltry $\frac{1}{2}$ cent per mile increase in rates the companies would drain some of the water from their stocks the annual increase to revenues would be much greater.

CHICAGO NOTES.

Horace Wing is now representing A. O. Slaughter & Co. in the wheat pit.

Harry L. Kaga, formerly correspondent for Lamson Bros & Co. at Washington and Atlantic, Ia., is now traveling Iowa for Logan & Bryan.

The offices of Keusch & Schwartz in the Postal Telegraf Bldg., are being remodeled and will be equipped with the latest office appliances. A large room will be provided for customers. The new quarters are to be ready by Feb. 1.

Harry L. Gale, of Logan & Bryan, received many handsome wedding gifts from fellow members of the Board of Trade. He is one of the youngest members of the exchange and was married Jan. 7, to Miss Linda Hammond, of Nashville, Tenn.

The Board of Trade's Young Mens Club held its annual dinner and election, at the New Morrison Hotel, Jan. 18. Robt. W. Buckley, was elected pres.; Louis C. Brosseau, vice-pres.; Dan'l A. Laughlin, sec'y and Art. F. Bliss, treas. The executive com'ite is composed of Allan J. Cameron, Harry B. Godfrey, Carl B. Mueller, Harry G. Smith and James A. White.

Representatives of the Chicago Board of Trade appeared before Attorney-General Gregory at Washington Jan. 14 and requested him to drop the suit against the Board of Trade, informing him that the rule on which the indictment was bot had been rescinded. Mr. Gregory declined, stating it was his purpose to press the suit to establish a precedent that any rule of an exchange limiting the prices which members may pay for grain is a violation of the Sherman anti-trust act. The trial will begin Jan. 25 before Judge Landis at Chicago.

A plan for the insurance of old employees of the Board of Trade was proposed at the annual meeting by Weighmaster Foss, who says: I would call attention to the need for inaugurating some plan for protecting the employees of the Dept. who have grown old in the service, the value of whose services is decreasing rather than increasing. It occurs to me that perhaps a plan of insurance wherein both the dept. and the employees would participate in the expense thereof, would be equitable and meet with the approval of the members of the board.

CHICAGO CALLERS: Clay Johnson, Chief Supervisor of Weights and Measures, Board of Trade, Peoria, Ill; Harry L. Kaga, Washington, Ia.

Chas. H. Miller, who has been employed for the last 30 years by the Board of Trade, died Jan. 9, at the age of 60. He was well known to practically every member of the board.

The usual New Year's rumor that a new Board of Trade Bldg. will be put up, has appeared. It is reported on good authority that nothing definite has been done in the matter.

The following applications for membership in the Board of Trade have been made in the last two weeks, Wm. H. Cunningham, Gilbert G. Rosino, Burt P. Munson, Wentworth P. McKenzie, Emmet C. Adams, Jr., Harry H. Lobdell, Ed. A. Bowles, Ed. J. Best, Ferd. A. Fritze, Jr., Wm. E. Neiler, Kenneth J. Muir and Thos. P. Lahey. New members are Orla A. Severance, J. J. Manning, Dan'l C. Miller, Guy A. Moore, H. Hood and A. M. Lucius. The memberships of Chas. B. Burt, Fred. H. Brennan, Sam'l Grabenheimer, R. F. Munroe, Gordon B. Bell, Landon C. Rose, Orville T. Wilson, James M. Maguire, and the estate of Herbert E. Rycroft are posted for transfer. Memberships have advanced \$100 during the 2 weeks and are quoted at \$2,700, net to buyer.

The annual report of the weighing and custodian depts. of the Board of Trade shows that the dept. weighed 206,045 inbound cars, 137,356, outbound, 4,643, straight transfers and 13,691 cross town or switch, making a total of 361,735 cars handled. There was received in store from lake vessels, 4,148,077 bus., from canal boats, 20,621 bus., shipped out of store by lake vessels, 91,225,863 bus. and transferred from elvtr. to elvtr. by boat, 13,229,106 bus., making a total of 108,623,667 bus. weighed. The total number of bags of seed weighed at freight and warehouses was 74,367, or approximately 602,771,764 bus. Weight investigations were asked on 1,289 cars and weight differences were located on 292 cars. The leaky cars recorded were 26,011 of received or 11.5% of the total inbound cars weighed by the dept; 254 persons were arrested thru the efforts of this dept. for pilfering grain cars in the yards, 65 were fined, 70 paroled and 119 discharged with warnings. Receipts of car weighing amounted to \$147,783.23, vessel weighing \$14,020.86, and total receipts of the dept. to \$181,659.87. The total disbursements were \$26,201.90 for salaries, \$11,181.55 for car fare and extra time, and \$16,706.99 for expenses making a total of \$154,090.44 leaving a profit of \$27,569.43.

The annual meeting of the Board of Trade was held Jan. 12. The financial report shows that receipts from annual assessments amounted to \$121,875, from building rents, etc., \$134,477.69, from grain sampling and seed inspection dept., \$54,648.74, from flax seed inspection dept., \$284.35, from quotation dept., \$39,791.50, from weighing and custodian dept., \$11,624.36. The disbursements include \$53,851.92 for the grain sampling and seed inspection dept. and \$675.85 for the flax seed inspection dept. The total membership is given as 1,625. The report shows a reduction in the expense of the transportation dept. amounting to \$15,092.55 against \$19,392.21 in 1913. The grain sampling dept. reported that during the year it sampled 123,537 cars. The total number of bus. sampled for lake shipment were 29,000,543. The dept. has a surplus of \$2,566.20 to its credit. The following standing com'ites were appointed: warehouse, J. J. Fones, Adolph Kempner and H. H. Newell; Grain, R. A. Schuster, H. H. Newell, Adolph Gerstenberg, Frank B. Rice, E. D. McDougal, J. F. Barrett and Geo. E. Fuller; To arrive grain, W. N. Eckhardt, G. E. Marcy, E. F. Rosenbaum, F. J. Delany and E. L. Merritt; weighing and custodian, R. A. Schuster, J. J. Fones and Adolph Kempner; violation of rules, J. J. Fones, J. R. Mauff, J. A. Rodgers, Chas. G. King, Geo. T. Carhart, John Tredwell and Adolph Kempner. All of the old officials and employees were reappointed.

The GRAIN DEALERS JOURNAL.

INDIANA

Kokomo, Ind.—O. A. Dutchess is now located at Walton, Ind.

Evansville, Ind.—I have gone out of the grain business.—Wm. Scherffius.

Collins, (Columbia City, p. o.), Ind.—An elvtr. may be erected at this station.

Walton, Ind.—I am buying grain here instead of at Kokomo.—O. A. Dutchess.

Sheldon, Ind.—We are now taking grain at our new elvtr.—Sheldon Equity Exchange.

Monticello, Ind.—Loughry Bros. Mig. & Grain Co. have increased their capital stock to \$60,000.

Kingsland, Ind.—The Farmers Equity Union has been organized and will build an elvtr. here.

Lawrenceburg, Ind.—Geo. E. Lewis has been elected sec'y-mgr. of the Lawrenceburg Roller Mills Co.

Thomaston sta. (Hanna p. o.) Ind.—G. A. Guse has succeeded Herman O. Boldt in the grain business at this station.

Keystone, Ind.—Lilian A. Haller has bot the elvtr. of the Mead Grain Co., and with her husband will operate it as the Keystone Grain Co.

Needham, Ind.—E. M. Fisher is now operating his new 25,000-bu. cribbed, ironclad elvtr. He has a brick power house and uses steam power.

Taylorville, Ind.—John Hill has started his 10,000-bu. cribbed, ironclad elvtr. The equipment includes a 32-h. p. gasoline engine, cleaner, sheller and mill.

Honey Creek, (Rockport, p. o.), Ind.—Officers of the recently incorporated Farmers Mig. & Supply Co. are David F. Hoover, pres. and Lert R. Fadely sec'y.

New Market, Ind.—Newton Busenbark has succeeded the Crabb- Reynolds-Taylor Co. at this station. He will operate the elvtrs. here and at Lapland (Ladoga p. o.) and the scales at Waveland.

Evansville, Ind.—The elvtr. of Ed. Goeke, operated by Inglehart Bros. burned Jan. 18. It contained 7,000 bus. of wheat and the loss is placed at \$5,000, covered by insurance. The fire started from an overheated stove.

Ossian, Ind.—The new elvtr. of C. F. Davison has been completed. It is 24x24 ft. on the ground and 18 ft. to the square. It has a capacity of 1 car of corn and 3,000 bus. of oats. C. A. Beatty had the contract.

Milton, Ind.—We have incorporated a company to operate elvtrs. here and at Beeson Sta. and Bentonville. We will handle grain, hay, coal, lime, etc. Our main office will be in this city.—Connell, Anderson Grain Co.

Fairland, Ind.—The new 10,000-bu. cribbed, iron-clad elvtr. of the Fairland Grain Co. was completed and put into operation Jan. 7. The new house replaces the elvtr. burned Sept. 14. It is operated by electricity and type registering beam scales have been installed.

Winamac, Ind.—The elvtr. of Starr Bros. which burned at 1 p. m., Jan. 7, contained 15,000 bus. of grain and a considerable quantity of clover seed, oats and flour. The fire started in the engine room where a barrel of crude oil was stored and this is thought to have added to the fierceness of the flames which swept the building with great rapidity. Nothing was saved but the books. The elvtr. was built 55 years ago by H. P. Rowan. Starr Bros. have another elvtr. here but have not been using it. It will be opened at once and there will be no delay in business. The loss amounted to \$20,000 and is about half covered by insurance. The salvage grain is being handled by C. E. Metzler of Chicago. Most of the grain was wheat.

INDIANAPOLIS LETTER.

Warren T. McCray, of the McCray Grain Co., Kentland, was recently elected pres. of the State Board of Agriculture. Chas. Downing was re-elected sec'y-treas.

We will open an office in the Board of Trade Bldg. in this city and will move our headquarters here about Feb. 15.—Paul Van Leuhen, Paul Van Leuhen & Co., Cincinnati, O.

The directors of the Board of Trade have declared a dividend of 1 1/4% on all outstanding common stock and have set aside a sum sufficient to credit each member with \$2 for the mortuary fund.

H. R. Danner, Chas. N. Minesinger, M. R. Maney, Wm. Maibucher, W. G. Witt, H. P. Hughes, and Donald C. and Percy G. Brafford have been admitted to membership in the Board of Trade.

Harry Davis of the Kirkpatrick Grain Co., of Kirkpatrick and J. J. Overmeyer, of Kautz, are grain men who are now members of the state legislature. Mr. Davis is a hold-over senator and Mr. Overmeyer has just been elected to the house.

Indiana railroads are so well pleased with the advance in freight rates granted them by the Interstate Commerce Com'isn, they are now working to secure the repeal of the state's 2 cent fare law. They have advanced their interstate passenger fares so much travelers are buying tickets only to border towns at 2c per mile and then paying the advanced rate for a short distance when crossing state lines.

If H. B. 45, introduced in the House by Representative Waltz, becomes a bill, owners of all plants operated by steam will be subject to the demands of engineers, who hold certificates issued by a board of technical examiners, provided for in the bill. All steam engineers must pass an examination before the board before a permit to operate a steam engine will be issued and all applicants must pay a fee of \$3, before taking the examination. Many practical and excellent men now employed in elvtrs. will be unable to qualify, greatly to their loss and to the loss of the employer. The theory that compelling engineers to answer questions and pay \$3 will prevent disastrous boiler explosions is fallacious, as most of the boilers exploding are in charge of licensed engineers. Steam users in Indiana should make known their opposition to representatives in the Legislature.

The establishment of a trading floor for the members of the Board of Trade has been ordered by the governing com'ite of the exchange and it will be opened Feb. 1.—W. H. Howard, sec'y Board of Trade.—The room will be on the 7th. floor of the Board of Trade Bldg. and will be open for business from 11 a. m. to 2 p. m. on all business days. Samples of all inbound grain inspected for members of the board, with the exception of afternoon inspections, samples of which may be delivered to consignees as soon as made, will be placed on the tables of the trading room at 11 a. m., or as soon as possible thereafter, each business day. At 1 p. m. each day an auctioneer, appointed to serve one month by the chairman of the grain com'ite, will sell at auction to the highest bidder any cars of grain or hay offered to be sold in that manner. The room will be used for the buying and selling of grain and hay inspected by Board of Trade inspectors and on tracks or in elvtrs. in this city and will facilitate the handling of grain and hay, the business having grown so large as to be difficult to handle in the city without a more complete system than at present is in effect.

IOWA

Marion, Ia.—Farmers are organizing and elvtr. company.

Swaledale, Ia.—F. E. Hales has completed his new elvtr. at this station.

Bayard, Ia. The Farmers Elvtr. Co. has installed a cleaner in its elvtr.

Kamrar, Ia.—M. Watson is now mgr. for the Farmers Elvtr. & Supply Co.

Fort Dodge, Ia.—H. J. Schooker is now treas. of the Farmers Elvtr. Co.

Albion, Ia.—C. A. Robinson will build a 40,000-bu. elvtr. here in the spring.

Turin, Ia.—A farmers elvtr. company is being organized here to build an elvtr.

Fort Madison, Ia.—The Krebill Bros. Mig. Co. will build a 20,000-bu. elvtr.

Vinton, Ia.—The Farmers Grain & Co-operative Co. will increase its capital stock.

Walford, Ia.—We have bot the elvtr. of the Jackson Grain Co.—J. Jindrich, mgr. Farmers Elvtr. Co.

Carnes, Ia.—J. Bowan has succeeded V. Vander Kooi as mgr. for the Farmers Mutual Co-operative Co.

Taintor, Ia.—We are well equipped with scopers; have 2 here. I am the only regular dealer.—C. C. Terrell.

Wellsburg, Ia.—The local elvtr. which has been operated by Meyer & Frerichs, is now operated by Meyer & Peters.

Cedar Falls, Ia.—The Waterloo & Cedar Falls Mill Co. is contemplating the erection of another large plant at this point.

Walford, Ia.—I am out of the grain business for the present.—A. J. Donahue, former agt. for Jackson Grain Co.

Sioux City, Ia.—Chas. Euerle, of New Duluth, Minn., is interested in the recently organized firm of E. M. Kauth & Co.

Libertyville, Ia.—H. D. Davis fell from a pile of grain sacks recently in the elvtr. of Arthur Miller, and broke his ankle.

Watkins, Ia.—L. O. Eaton formerly mgr. for Farmers Elvtr. Co. at Highview, (Webster City p. o.), is now mgr. of a local elvtr.

Hayesville, Ia.—Farmers are interested in the organization of an elvtr. company here. R. E. Beall is a leader in the movement.

Mason City, Ia.—Phillip H. Schifflin & Co. have opened a branch office in the 1st Natl. Bank Bldg. here, with E. G. Cool in charge.

Hanlontown, Ia.—Our officers are A. Oswald, pres.; N. Levorson, sec'y, and A. Rye, treas.—J. M. Knutsen, mgr. Farmers Elvtr. Co.

Fairfax, Ia.—New officers of the Farmers Elvtr. Co. are Frank Kelberger, pres.; J. Flaherty, vice-pres.; D. Dvorak, treas. Wm. Beahle, mgr.

Onawa, Ia.—J. C. Roush will succeed V. Roush, prop. of the Onawa Flouring Mills, as active mgr. of the company, the elder Mr. Roush retiring.

Iowa City, Ia.—A. V. Samuels, who had been in the grain and feed business here for many years, died in Chicago, where he was visiting, Jan. 15.

Des Moines, Ia.—The elvtrs. belonging to the B. A. Lockwood Grain Co. have not been disposed of yet.—H. H. Whitaker, referee in bankruptcy.

Badger, Ia.—We have completed our 8 by 8 ft. addition to our engine room and have installed a 20-h.p. oil engine. We can now handle 3,500 bus. per hour.—Farmers Elvtr. Co.

Wilke, Ia.—H. F. Wilke was pushed into the dump by a team of fractious mules, while unloading grain at his elvtr. Jan. 11. His knees were badly cut and he now walks with a cane.

Tama, Ia.—Robt L. Beale recently bot his uncle's interest in O. P. Beale & Co., and with his father, N. S. Beale, will continue the business as N. S. Beale & Son. The old firm has been dissolved.

Lorah, Ia.—I have bot the elvtr. and grain business of C. W. McCaustland and also his home. However Mr. McCaustland will continue to operate the business in his own name for some time.—A. L. Burnham.

Collins, Ia.—W. H. Lembke of Manilla has succeeded R. A. Nelson as agt. for the Neola Elvtr. Co. here. Mr. Nelson has gone to Melcher where he will have charge of the lumber business of the Neola company.

Conesville, Ia.—W. H. McKee and A. F. Abbott have bot the elvtr. of Owen & McCormick. Possession will be given Feb. 1.

Webster City, Ia.—A. J. Froning, of Shefield, has taken charge of the elvtr. of the Western Elvtr. Co. which he recently bot. J. M. Fosdick, former agt. for the Western Company has been transferred to the company's elvtr. at Rochester, Minn.

Crooks, Ia.—Alfred E. Carlson was given a judgment of \$1,752.54 which with interest amounts to \$1,858.86 in his suit against The Farmers Elevator Co. Carlson claimed 60c per bu. was due him while the elvtr manager claimed but 58c was specified.

Marshalltown, Ia.—N. S. Ketchum, state railroad com'sner, died Jan. 15. Many years ago Mr. Ketchum was in the grain and warehouse business at Jefferson, Boone, Nevada and Woodward, and he was well known to the older grain men of the state.

Grundy Center, Ia.—Because the dump at the elvtr. of Paul Aikens did not lock properly when a team was driven over it, the team fell thru the dump into the basement of the elvtr. Fortunately the horses were not hurt but it took a long time to get them out.

Davenport, Ia.—Emmor Hickman, one of the pioneer grain men of the state, who was engaged in the grain and milling business here for over 40 years, died at his home in West Chester, Pa., Jan. 12, at the age of 94. He retired from active business in 1900.

Hanlontown, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of the Independent Grain & Lbr. Co., taking possession Jan. 11. J. Knutson of Scarville, is mgr. The elvtr. will be known as the Farmers Elvtr. of Hanlontown.—H. A. Rasmussen, agt. Western Elvtr. Co.

Des Moines, Ia.—We have not decided definitely as to whether we will engage in the grain brokerage business now or not. We have had the matter under consideration, but we are not in the grain business now. Do not understand how the rumor was circulated.—C. J. Ristvedt, Iowa Brokerage Co.

Shenandoah, Ia.—The Grain Growers Grain Co. is defendant in a suit brot by 2 commission companies and the Security Trust & Savings Bank, growing out of sales made on the Board of Trade by I. G. Holdridge, mgr. of the company, a short time before it went out of business last summer. The company's elvtr. was sold at public auction in December.

Perry, Ia.—The elvtr. of the Neola Elvtr. Co. was twice threatened with destruction by fire, Jan. 7. A stove in the carpenter shop of the company near the elvtr. set fire to the shop late in the afternoon but prompt action saved the building. At 8:30 p. m., fire was again discovered in the shop and only hard work kept it from spreading to the adjacent elvtr.

Davenport, Ia.—The Purity Oats Co. is having more than its share of dust explosions. On Jan. 13, the dust chute became clogged and an explosion occurred at 10 a. m. which did \$25 damage. No one was hurt altho a number of window lights were blown out and the chute was somewhat damaged. On Jan. 15, at 11 p. m. a second explosion of this kind occurred, and the damage amounted to \$100. This explosion badly damaged the chute blowing several of the heavy steel plates from their fastenings. Fire broke out after the first explosion but it was quickly extinguished.

Sheldahl, Ia.—As the courts have adjourned, we cannot make further progress toward buying the elvtr. of the B. A. Lockwood Grain Co. until Jan. 26, when another meeting of the stockholders of the defunct company will be held. We have taken up our former bid and raised it to 75% of the assessed value of the plant and we hope that we will get the house. We understand that some of the stockholders are working hard to get a stock company to take over all the houses, but we will have to wait till Jan. 26 and see how the court settles the matter.—Sheldahl Grain Co.

Des Moines, Ia.—An amendment to the state weights and measures law, providing for the inspection of scales under police regulations without charge for inspection, is embodied in a bill to be presented to the next legislature by the Western Grain Dealers Ass'n. Another bill to be presented by the ass'n will relate to the stealing of grain in the terminal yards at elvtrs. at state terminal points.

Taintor, Ia.—My father in law, Chas. Miller, with whom I have been in business as Miller & Terrill, died Jan. 3, after an illness of 6 mos. duration. The business will be continued in my name with R. A. Miller as mgr. He was one of the best known grain and live stock dealers in this part of the state and at one time owned elvtrs. at Newton, Sulley, New Sharon and Taintor. At the time of his death the company was operating 2 elvtrs. here. Mr. Miller was 64 years old and had lived in this part of the country for over 50 years. He is survived by a widow and 7 children.—C. C. Terrill.

Sioux City, Ia.—An indictment charging the Trans-Mississippi Grain Co. with unfair discrimination was returned by the Woodbury county grand jury which reported Jan. 16. Four counts are included in the indictment. The indictment alleges that the grain company, made an attempt to destroy the business of the Farmers Elevator Co. at Pierson, Ia., for the purpose of creating a monopoly, by offering higher prices for grain at Pierson than it did at other points in the county. Nearly a score of farmers from Pierson and Correctionville testified before the grand jury in the investigation which was conducted by C. A. Robbins, assistant attorney general of Iowa. According to the testimony of the farmers, which accompanies the indictment, the grain company paid higher prices for corn, oats and wheat at Pierson on October 14 than it did at Correctionville.

Walcott, Ia.—Work was started on our new 60,000-bu. elvtr. by the Burrell Engineering & Constr. Co., Sept. 11, and the house was completed in 60 days. The elvtr. is 40x40x62 ft. to the eaves, with a 26x40 ft. cupola, with 28 ft. studs. The driveway is 12x56 ft. with cob and dust bins overhead. The foundations are concrete and the basement is 12 ft. high, the work floor being 14 ft. A Weller Car Puller, a Western Corn Sheller, 20-h.p. motor and 16-in. steel conveyor are in the basement. On the work floor we have a No. 10 Monitor Cleaner, two wagon dumps with oil controllers and a power shovel. A manlift runs to the top floor where there is a corn cleaner and 4 distributing spouts which take the grain from the 5 stands of elvtrs. Cups are 6x12, 7x12 and 6x18 ins. Two 10-h.p. electric motors are also in the cupola. All of the electric wiring is in conduits. Our scale is a Fairbanks Track Scale of all steel and concrete construction. The building is divided into 17 bins and has a handling capacity of 3,000 bus. per hour. It was built to replace the house burned Aug. 6, and is the cleaning house for our line of elvtrs. The building is iron clad throughout and will be rodded for lightning as soon as the weather permits. I am in personal charge of the business at this point.—L. Maack, sec'y Stockdale & Maack.

KANSAS

Gridley, Kan.—Geo. Haas has bot the elvtr. of L. D. Funk.

Brewster, Kan.—J. K. Hilton is mgr. for the Farmers Co-operative Ass'n.

Kanona, Kan.—Byron Landau has resigned as mgr. for the H. G. Banta Grain Co.

Byers, (Meade p. o.), Kan.—The Buyers Equity Union is building an elvtr. at this station.

Winfield, Kan.—G. Clinton Adams has installed a Side Hopper Boss Car Loader in his elvtr.

Kismet, Kan.—The Equity Exchange has installed a Richardson Scale of 1,000-bu. per hour capacity.

Wathena, Kan.—Powley & Devereaux, of Purcell, have bot the elvtr. at this station.

Rosalia, Kan.—L. H. Powell & Co. are reported to be arranging for the erection of an elvtr. at this point.

Solomon, Kan.—The elvtr. of the Farmers Grain, L. S. & Merc. Ass'n was recently entered by burglars but nothing was taken.

Dundee (Pawnee Rock p. o.), Kan.—Louis Kazmaier has succeeded Oro Weathers as mgr. for the Farmers Grain & supply Co.

Sharon, Kan.—The Sharon Grain Co. is defendant in a suit brot by Wallingford Bros. of Wichita. The amount involved is \$2,884.11.

Codell, Kan.—We have bot the elvtr. of Hoffman & Son at this station and have not bot at Vesper as reported.—The Robinson Grain Co., Salina.

Ellsworth, Kan.—H. Work of the Ellsworth Mill & Elvtr. Co. has been elected a director of the Grain Dealers Nat'l Fire Ins. Co., of Indianapolis.

Simpson, Kan.—Jos. Guipre was elected pres. of the Simpson Grain Co. at its recent annual meeting. J. Overman is vice-pres. and Lee Lyon, sec'y-treas.

Denton, (Caldwell p. o.), Kan.—J. H. Pauley and P. Devreux, of Purcell, have bot the elvtr. of J. E. Winterscheidt, of Horton, at this station and will take possession, Apr. 1.

Coffeyville, Kan.—The Southern Grain Co. has opened an office in the Columbia Bldg. with H. A. Cadwallader as mgr. He was formerly mgr. for Wallingford Bros.

Doster, (Caldwell p. o.), Kan.—We have built a 14 x 20 ft. office and a 14 x 30 ft. feed warehouse. We will handle feed in connection with our grain business.—Doster Grain Co.

Wakeeney, Kan.—The Trego County Farmers Co-operative Ass'n has bot the elvtrs. and warehouses of Ross & Waldo, of Ellis, at this station and at Voda (Collyer p. o.).

Baldwin, Kan.—We have sold our elvtr. and feed business to the Douglass County Farmers Co-operative Ass'n which has just been organized. I will be mgr.—Geo. E. Liggett, C. A. Liggett & Sons.

Waterville, Kan.—We will build a warehouse in connection with the elvtr. we recently bot and will handle feed, flour and hay in addition to grain.—S. A. Steenson, mgr. Farmers Grain & L. S. Co.

White Cloud, Kan.—Wm. Dunkel of Muscotah has exchanged farms in Missouri and Oklahoma for the elvtrs. of the J. H. Lynds Mill & Elvtr. Co. at this station, and at Iowa Point, Sparks and Fanning.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. has let the contract for its new \$50,000 concrete elvtr. to the Lehrack Constr. & Engineering Co. Work will be started as soon as the weather permits.

Ocheltree, Kan.—C. H. & Harry Mossman have formed a partnership and will operate as C. H. Mossman & Co. The new company has bot the elvtr. of B. F. Blaker and will increase the capacity of the house.

Abilene, Kan.—The controlling interest in the Abilene Mfg. Co. has been taken over by R. W. Arndt, J. L. Rodney and B. S. B. Crumpton. A new company will be incorporated with a capital stock of \$100,000.

Joy, (Greensburg p. o.), Kan.—The report that R. C. Jaynes would build an elvtr. here is false. Nobody is going to build that we know of. We have more elvtrs. at this station now than it can support.—Joy Grain Co.

Liberal, Kan.—M. O. Woods is installing a motor in his elvtr.—W. H. Vickers has bot the interest of L. V. Gardner in Gardner & Vickers, and is installing a new cleaner in the elvtr.—John L. Bridges, Liberal Elvtr. Co.

Topeka, Kan.—The grain dealers of the state are being constantly reminded of the annual meeting of the Kansas Grain Dealers Ass'n to be held in Kansas City, Mo., Feb. 10 to 12. An interesting program is being prepared and a large attendance is expected.

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KENTUCKY

Harper, Kan.—The new enginehouse of the E. A. Wales Mfg. Co. has been completed and a 75-h.p. engine installed. The plant will be put into operation at once.

De Graff, Kan.—Our new elvtr. will have a capacity of 35,000 bus. It will be of frame construction, covered with iron. The equipment will include Richardson Scales. The house will be completed Mar. 1.—L. H. Fewell & Co., Wichita.—The White Star Co. has the contract.

Salina, Kan.—Our new 150,000-bu. concrete receiving and mixing elvtr. will be located on the U. P. R. R. and is to be completed by June 1. We will operate it by electricity and will use one end of the building for a cleaning room, equipping it with up-to-date cleaning machinery.—Shellabarger Mill & Elvtr. Co.

Topeka, Kan.—The Kaw Mfg. Co. is defendant in a suit for \$3,000 personal damages, brot by W. E. Kelsey, who alleges that on Feb. 16, 1914, while working for the company he was seriously injured by a number of sacks of shorts falling on him. He claims that he has been unable to work since that time and that he has a dependent family.

Hutchinson, Kan.—The Board of Trade has adopted a resolution excluding all visitors from the floor of the exchange, in order to prevent outsiders who do not understand the workings of the board, from spreading the impression that the exchange is a bucket shop. Only visitors accompanied by members will be allowed on the floor in future.

Sawyer, Kan.—W. E. Clark, for many years a prominent grain dealer in this vicinity, died recently at the age of 55. Mr. Clark engaged in the grain business about 1890 and with his brother bot and built a chain of country elvtrs. along the Englewood branch of the Santa Fe. When his brother died he took over all of the houses and operated them until a few months ago, when he sold all of the houses except the ones at this point and Croft. Mr. Clark will be missed by his many friends in the grain trade, who were greatly shocked to hear of his death. He was ill only an hour and had been attending to his interests daily.

Hutchinson, Kan.—I have intended to remodel my mill and increase the storage capacity of the plant for some time. I have received the plans and am now ready to begin tearing down the old wooden buildings to the east of our present mill and begin construction just as soon as the weather permits. The new building will be constructed from concrete and will be 40x60 ft. It will be 85 ft. high, about 25 ft. higher than the older building. It will more than double the wheat storage capacity, which is now 100,000 bus. The new building will have a storage capacity of 150,000 bus. We have every available bit of storage room in use now. I expect to have the building done by July 1, in time for the new wheat crop. When the frame buildings are replaced with this new concrete structure the plant will be almost completely fireproof and that is my greatest desire.—Wm. Kelly, Kelly Mfg. Co.

WICHITA LETTER.

I. H. Blood, mgr. of the local office of the Norris Grain Co., was recently married to Miss Hope Neal.

Pres. L. R. Hurd, of the Red Star Mill & Elvtr. Co., recently underwent an operation at a local hospital.

The new elvtr., of the Knight Feed & Coal Co., on the Santa Fe R. R., is nearly completed. The White Star Co. is doing the work.

Henry Lassen, pres. of the Kansas Mfg. Co., is reported to have said that the building of the 1,000,000-bu. Wichita terminal elvtr. which has been advocated for many years, is an assured fact and that contract will soon be let and work started. According to Mr. Lassen a capital of \$500,000 has been arranged for by the Southwestern Millers League and others and plans are being prepared.

Beaver Dam, Ky.—A warehouse of the Beaver Dam Mfg. Co., containing several thousand bus. of grain, burned recently. The loss is fully covered by insurance.

Bowling Green, Ky.—The milling plant of Robt. Crump, 3 miles from this city, burned Jan. 3; loss \$15,000; insurance, \$10,000. The mill was built in 1874 and has been in active operation for 41 years. Several thousand bus. of wheat, also stocks of bran, flour and feed were lost.

LOUISVILLE LETTER.

I am no longer engaged in the grain and hay business.—H. F. Seekamp.

Miss Clara K. Bullitt, daughter of Malcolm Bullitt, of Bullitt & Co., died recently from meningitis.

G. A. Breaux, vice-pres. of Ballard & Ballard and Alfred Brandeis are the grain men elected to the directorate of the Board of Trade at the annual meeting Jan. 11. F. L. Lund has been admitted to membership in the Board of Trade.

LOUISIANA

NEW ORLEANS LETTER.

Thos. Fiddick of Cameron, Mo., has been appointed hay and grain inspector at this port for the British government.

A \$750,000 concrete elvtr., to be ready for next season, is practically assured by the Louisiana Ry. & Navigation Co. on the river front. At a meeting of the railway officials, at the Board of Trade, Jan. 18, representatives of the Port Com'sn, the Joint Freight Traffic Buro, and numerous grain interests talked the matter over carefully. At first the order was to have the contemplated elvtr. operated as a public utility elvtr., but the L. R. & N. insisted that, as the property is owned by it and its money is going into the project, the company would reserve the right to operate it. The main objection of various interests to this is that a railroad-owned elvtr. is frequently leased to a single firm or interest and the house then becomes unavailable for the general commerce of the port. The location of the proposed elvtr. is at Willow Grove Landing, in the immediate neighborhood of the Stuyvesant Dock Elvtr. The Public Belt R. R. and the Port Com'sn will both serve the elvtr. The elvtr. with other improvements to the Willow Grove property, will cost from \$75,000 to \$1,000,000.

The annual election of the Board of trade was held Jan. 12 and the following were elected: Jeff D. Hardin, pres; M. J. Sanders, first vice-pres; Albert Mackie, second vice-pres; R. F. Clerc, third vice pres; directors: C. H. Ellis, W. B. Sirera, John H. Murphy, C. B. Fox, Pearl Wight, Jacob Bloom, J. S. Cave, Charles Dittmann, Geo. E. Matthews, Jr., Joseph Kohn, T. F. Cunningham, W. M. Pitkin, Max Schwabacher. The new officers were installed Jan. 13. In his annual report Pres. Hardin spoke of the efforts of the executive com'ite to help the passage of the bill before Congress providing for government supervision of grain inspection and the adoption of standard grades for grain. The board authorized President Hardin to forward a letter to every member of the Senate com'ite on agriculture and forestry urging them to advocate the passage of this bill. President Hardin announced in his report that the Board of Trade had officially gone on record in formal resolutions adopted December 29, 1914, in opposition to the plan of the Federal Administration to have ship lines owned and operated by the Government. H. S. Herring was elected sec'y of the exchange for the 10th time and his ass't C. M. Kearney, was also re-elected. This is Pres. Hardin's second term. On recommendation of the Membership Committee, T. J. Stanton, Wm. Chapman, S. A. Levy, and Buckner Chipley were elected to membership in the Exchange.

Three Rivers, Mich.—The new elvtr. of Slose & Godshalk is nearing completion. The machinery is being installed and the house will be put into operation in a few days. Wm. Wolf will be mgr.

Ex.-Pres. A. F. Leonhardt, of the Board of Trade, who recently resigned as postmaster, has been elected chairman of the hay and grain com'ite of the Board of Trade.

John T. Gibbons, grain merchant, is defendant in a suit for \$100,000 damages for personal injuries, brot by George P. Reeve, Vicksburg, Miss. Mr. Reeve alleges that Mr. Gibbons' automobile, driven by the latter's chauffeur at an alleged terrific speed, ran over him on Jan. 15, 1914, and so injured him that partial paralysis of the brain resulted. He declares this will incapacitate him for years to come from pursuing his business, which, he avers, paid him an average of \$5,000 a year.

MARYLAND

Baltimore, Md.—Otto Stude & Co. has succeeded Stude, Purnell & Co., L. B. Purnell having withdrawn from the firm, Jan. 1.

Baltimore, Md.—The grain members of the Chamber of Commerce held a meeting, Jan. 14, and demanded that the railroads take a decisive action toward improving their terminal elvtr. equipment. The grain men stated that the present elvtrs., holding between 5,000,000 and 6,000,000 bus. of grain, are full and that on the tracks in Baltimore yards and the immediate vicinity were cars loaded with grain sufficient to raise the amount here by 7,000,000 bus. They also estimated that another 3,000,000 bus. were en route to Baltimore. They contend that some method of increasing the means of discharging grain into the ships must be provided if this city is to be able to take the place open to it in the grain export trade.

MICHIGAN

Riverdale, Mich.—The Riverdale Elvtr. Co. has installed a Boss Car Loader in its elvtr.

Alma, Mich.—The state Gleaners society is interested in the building of an elvtr. here.

Bradleys, (Akron p. o.) Mich.—The elvtr. of the Bradleys Farmers Elvtr. Co. has been put into operation.

Freeport, Mich.—We intend to build a small country elvtr. this spring.—J. P. H. Kenyon, sec'y Farmers Elvtr. Co.

Middleton, Mich.—The Gleaners Farmers Elvtr. Co. has recently overhauled its elvtr. and installed much new machinery.

Battle Creek, Mich.—The elvtr. of the A. K. Zinn Grain Co. was threatened with destruction by fire Jan. 15, when a shed near the elvtr. burned.

Three Rivers, Mich.—The new elvtr. of Slose & Godshalk is nearing completion. The machinery is being installed and the house will be put into operation in a few days. Wm. Wolf will be mgr.

Detroit, Mich.—Wm. A. Kelly, formerly bookkeeper for H. & A. Lauhoff, was recently arrested on the charge of embezzlement. It is alleged that he used \$250 belonging to his former employers.

Hart, Mich.—The report that I will build an elvtr. at once is incorrect. I shall not build one at present tho I will later on. I have bot the property of the Gurney Mfg. Co. and have overhauled it, installing a Barnard & Leas Mfg. Co. system. Expect to start the mill about Feb. 15.—J. C. Hasley.

Ludington, Mich.—Edwin Arnold and Wm. Gavan, for many years employed by the Pere Marquette Ry. Co., have been appointed grain inspectors at this port by the Milwaukee Chamber of Commerce to succeed M. S. Johnson and Leo. W. Krill who were recently convicted and fined for stealing grain from the Pere Marquette Elvtr. Gavan will be Arnold's assistant.

MINNESOTA

Renville, Minn.—Ogren & Peterson have bot the elvtr. of A. M. Holton.

New Prairie, (Cyrus p. o.), Minn.—The new elvtr. of the Farmers Elvtr. Co. has been completed.

Winsted, Minn.—The Farmers Elvtr. Co. will build an elvtr. on the Luce Line. The house is to be finished Feb. 1.—P. M.

Karlstad, Minn.—The Karlstad Roller Mills, C. W. Gadde mgr., have been closed for the season.—L. A. Anderson, agt. Atlantic Elvtr. Co.

Rochester, Minn.—J. M. Fosdick, formerly agt. for the Western Elvtr. Co. at Webster City, Ia., has been transferred to the company's elvtr. at this point.

Blue Earth, Minn.—The Farmers Elvtr. Co. has nearly completed the repairs on its elvtrs. The driveway is being covered and the plant will be up-to-date in every way.

Gilfillan, (Morgan p. o.), Minn.—I will build a 20,000-bu. elvtr. here this spring and will handle my own grain thru it. Will also buy from surrounding country.—C. O. Gilfillan.

Alden, Minn.—Elmer D. Bartlett has bot the Alden Flour Mill & Elvtr. from the W. H. Walker Mfg. Co. E. H. Moorehouse is agt. The new company will operate as the Bartlett Mfg. Co.

Winthrop, Minn.—J. C. Kramer has succeeded G. F. Krueger as mgr. for the Pacific Elvtr. Co. It is said that Mr. Krueger and his brother have bot and will operate 4 elvtrs. in North Dakota.

Thief River Falls, Minn.—Ray Wahlen, said to be a state grain inspector, who has been inspecting grain shipments at this point, recently left town without warning. A few hours later it was discovered that a number of checks that had been cashed for him, had been returned with the notation "no funds."

Duluth, Minn.—The annual election of the Board of Trade was held Jan. 20 and W. C. Mitchell, of Randall, Gee & Mitchell, was elected pres. to succeed W. J. McCabe. Other officers are M. L. Jenks, vice-pres.; Julius H. Barnes and C. F. Haley, directors; G. G. Barnum, W. S. Moore, and Wm. Grettum, board of arbitration; Thos. Gibson, F. E. Lindahl, and H. S. Newell, board of appeals; J. F. McCarthy, J. T. Pugh, A. M. Paine, C. F. Haley and H. A. Starkey, com'ite on inspection.

Sacred Heart, Minn.—Martin Hanson, agt. for the Miller Elvtr. Co. at this station, pleaded guilty, Jan. 12 to the charge of fraudulent weighing and was fined \$50 and costs. He was convicted thru the efforts of the state dept. of weights and measures. Hanson admitted that he used a hidden lever contrivance which could be manipulated unseen by the person operating the scale. By the device it was shown that the weight of the load of grain could be cut down fully a third. Complaint had been made by farmers delivering grain to the elvtr.

MINNEAPOLIS LETTER.

Doherty & Smith have engaged in the grain business at this point.

Mrs. Bridgman, wife of L. C. Bridgman, mgr. of Spencer Kellogg & Son, died Jan. 6, while visiting down east.

The Viehman Grain Co. has been admitted to corporate membership in the Chamber of Commerce. The membership of W. S. Warren has been transferred to R. G. Chandler.

The first annual meeting of the Minneapolis Hay Board of Trade was held at the Elks Club, Jan. 11. Officers elected at the banquet were A. J. Howatt, pres.; O. A. Hohle, vice-pres.; E. L. Phelps, treas. and Geo. H. Quam, sec'y.

Major W. D. Hale, a director of the Washburn-Crosby Co. died recently on board the Steamer Magnolia, in the harbor at Honolulu. He was 78 years old and had lived almost all of his life in this city. He was taking a vacation trip to the orient at the time of his death.

I sold my elvtr. at Fillmore, N. D. some time ago and am out of the grain business at present, tho. I expect to enter it again soon.—Thos. Egan.

The employees and traveling representatives of the Tenney Co. were tendered a banquet by the firm, Jan. 12, at the Minneapolis Club.—C. S. Wallace has succeeded Frank C. Tenney as vice-pres. and treas. of the company, Mr. Tenney now being mgr. of the Duluth office of the company.

ST. PAUL LETTER.

Representatives Swenson and Bjornson are fathering H. F. 86 which is a bill to amend the state weights and measures law.

H. F. 69, introduced by Representative P. H. Kozen prohibits careless distribution of noxious weed seeds on public roads and lands.

S. F. 94, introduced by Senator O. Gierst, prohibits commission merchants from being interested in sales made by them as such commission merchants.

The state legislature is now in session and grain men should pay close attention to the bills which are being daily presented in both house and senate, affecting the grain trade and its interests.

S. F. 69, introduced in the present legislature by Senator D. P. O'Neill is designed to compel railroads to furnish grain and flour shippers cars properly coopered so as to prevent leakage of grain or flour in transit. It has been referred to the railroad and warehouse com'ite.

The following are members of the grain and warehouse com'ite of the House of Representatives: L. A. Lydiard, chairman; Gus Boehmke, Ed Indrehus, J. W. Papke, O. A. Swenson, C. M. Bendixen, J. M. Harrison, W. J. North, A. C. Welch, Joseph Barten, G. P. Flinn, J. A. Larimore, E. R. Ribenack, S. D. Baker, James Dwyer, Magnus Johnson, E. O. Pless, G. C. Sudheimer, A. F. Teigen.

Horace Edwin Emerson, chief deputy inspector of grain at Duluth, was named by the state railroads and warehouse com'sn today as chief grain inspector, to succeed the late Frederick W. Vva. He assumed his duties Jan. 25. He has been in the dept. nearly 24 yrs., starting as a helper. He is succeeded at Duluth by Chas. F. Maxfield, ass't chief deputy inspector at Minneapolis. Mr. Maxfield is also a veteran in the dept., starting in the service in 1888.

H. F. 98 introduced by Representative F. H. Frye prohibits discrimination in prices paid for wheat, flax, corn, oats, barley or other grain, between different places in the state, with the intention of creating a monopoly or destroying competition. Allowance may be made for difference in transportation cost. The only exception is in the purchase of seed grain for local use. Violations of the proposed law are to be punished by \$500 fine or six months' imprisonment. It has been referred to the warehouse and grain com'ite.

MISSOURI

Boivar, Mo.—T. H. Jarman will build an 18x20 ft. warehouse.

Hardin, Mo.—W. H. Trenchard succeeded F. Ferguson as agt. for W. H. Perrine & Co.

Cuba, Mo.—E. Suma, prop. of the Cuba Roller Mills, has gone to California.—C. R. M.

Hardin, Mo.—W. H. Perrine & Co. will build a 5,000-bu. addition to their Wabash Elvtr.

Hampton, (Platte City p. o.), Mo.—Farmers are interested in the organization of an elvtr. company.

Lexington Junction, Mo.—W. H. Perrine & Co. will build a 10,000-bu. elvtr. here. They will do their own work.

Bridgeton, Mo.—The Schultz-Niemeier Com'sn Co. of St. Louis owns and operates the only elvtr. at this station.

Macon, Mo.—Chas. Burkhardt will build a 10,000-bu. elvtr. to be operated by electricity. Work will be started Apr. 1.

Montrose, Mo.—Henry Hake, employed by J. N. Kaumans, had the end of his finger cut off in the cogs of a fanning mill.

Rich Hill, Mo.—Another motor has been installed in the elvtr. of the Peoples Elvtr. Co. It will be used to operate the corn sheller.

Pleasant Green, Mo.—Edmonston & Mayfield have succeeded L. H. Felten. A. C. Mayfield is in charge. A new flour and feed house and engine room will be built.

Marshfield, Mo.—We are equipped with buildings and machinery to handle grain, flour and feed of all kinds. We manufacture cornmeal, wheat, chops, etc.—W. L. & M. P. Long.

Russellville, Mo.—I am now engaged in the grain and feed business here. Will probably install some new machinery in the spring and may build an addition to my elvtr.—W. E. Hunsaker.

Rockville, Mo.—The Rockville Equity Grain Co. has just been incorporated and has succeeded the Farmers Equity Exchange. J. C. Bracher is pres.; Geo. Geuch, vice-pres.; W. F. Finklang, sec'y and C. L. Roberts, mgr.

Memphis, Mo.—The fire which destroyed our elvtr. and implement warehouse, was probably caused by crossed electric light wires. The blaze started in the office. We lost \$3,000 on the building and \$1,000 on grain; but carried \$4,000 insurance. We will build a new 4,000-bu. elvtr. soon and will equip it with dump, scales, manlift, cleaner, engine etc.—W. P. Briggs & Son.

Chloe, Mo.—We have had a small elvtr. at this point for the last 12 years and are well equipped to handle corn, oats and wheat in carlots. We have French burrs for corn meal and graham flour and steel burrs for grinding grain and feed mixtures. We also handle general store merchandise and have a 400 acre stock and grain farm connected with our mill and elvtr.—R. S. Phillips, mgr. Phillips Farm, Store, Mill & Elvtr. Co.

St. Joseph, Mo.—The annual election and banquet of the Board of Trade was held, Jan. 4 at the St. Francis Hotel. J. W. Carver was re-elected pres. Other officers are A. C. Muench, vice-pres. and F. R. Warwick, Sr., S. T. Wildbahn, J. L. Frederick and A. J. Brunswig, directors. J. L. Frederick was toastmaster at the banquet, the speakers including Col. R. M. Bachelor, Walter W. Head, A. L. West and B. R. Martin. The new officers were installed Jan. 11.

Springfield, Mo.—The Lipscomb Grain & Seed Co. has moved its headquarters from Liberal to this city. The company was established by C. Lipscomb, pres. 16 years ago, and now has offices in Liberal, Irwin, Bronaugh and Iantha, Mo. and Afton, Okla. It also operates elvtrs. at Liberal and Irwin, Mo. and Afton, Okla. Mr. Lipscomb will be in charge of the office here and will handle the southern business of the company. His son, Luther, will have charge of the office at Liberal.

KANSAS CITY LETTER.

O. A. Severance and G. A. Moore have been admitted to membership in the Board of Trade.

H. F. Spencer, of the Spencer Grain Co., recently received a silver dinner set as a wedding present from his friends on change.

C. W. Lonsdale, and G. W. Hinsen, were elected directors of the Grain Clearing Co. of the Board of Trade for 2 years at the recent annual meeting. R. J. Thresher was elected director for 1 year.

We reorganized the Norris Grain Co. on Dec. 1st, increasing the capital stock from \$50,000 to \$200,000. The officers are James Norris, pres.; A. G. Norris, vice-pres.; Robt. Crombie, sec'y; F. C. Hoose, treas. We are still maintaining the branch office at Wichita, Kan., in charge of I. H. Blood. The new corporation papers were taken out in Missouri, and the concern is now a Missouri corporation. It was formerly an Illinois corporation.—Norris Grain Co., per J. Hook.

The GRAIN DEALERS JOURNAL.

The C. & A. Ry. Co. will rebuild the Kaw Elvtr., burned last summer, putting up a 500,000-bu. concrete elvtr. The E. D. Fisher Com'sn Co. will operate the house, which will be started as soon as the weather allows.

Pres. D. F. Piazzek announced the transportation com'te for the year as follows: George Davis, T. J. Brodnax, W. B. Lathrop, C. M. Hardenberg and C. V. Fisher. Mr. Davis notified the president that he could not serve, but his friends are urging him to accept.

B. F. Tyler was elected pres. of the Kansas City Hay Dealers Ass'n at the recent annual meeting. Other officers elected are J. North, 1st vice-pres.; E. B. Bruce, 2d. vice-pres. The office of treas. was abolished. J. D. Cole, John Mackey and H. Harris are members of the new arbitration com'te. Officers were inaugurated Jan. 15.

The inauguration of the new officers of the Board of Trade was held Jan. 12. E. D. Bigelow was re-appointed sec'y for the 18th time, and E. D. Fisher, treas. The affair was conducted in a quiet manner and was not attended by the usual luncheon and cigars. In view of the suffering it was voted to devote the money contributed for a celebration to charity.

ST. LOUIS LETTER.

C. N. Wheeler, formerly of Springfield, Ill., is now treas. of the Elmore Schultz Grain Co.

Burglars entered the office of the Alhoff Bros. Hay & Grain Co. recently, and blew open the safe, securing \$3 in nickels. The safe was unlocked and the burglars wasted their nitroglycerin.

Members of the Merchants Exchange have been notified that all trades in oats must now specify "old" or "new," since the adoption of the new rule, Jan. 2, which eliminated trading in No. 2 mixed oats.

Chas. J. Quesnel, formerly pres. of the Chris Sharp Com'sn Co., which is now out of business, died a few days ago, from cerebral apoplexy. Mr. Quesnel was 70 years old and was a familiar figure around the Merchants Exchange. He retired from business Aug. 1, 1914, and the company went out of existence with his retirement.

The annual election of the St. Louis Grain Clearing-house Ass'n resulted in only one change, Ben S. Lacy succeeding Harry Daub as director. The following officers were unanimously re-elected: Nat L. Moffitt, pres.; F. W. Seele, vice-pres.; J. O. Ballard, sec'y-treas. Henry Watson was reappointed mgr at the initial meeting of the new board.—P.

The St. Louis Grain Club will hold its annual meeting and election Jan. 26. The following nominations have been made: John Ballard, pres.; Ben S. Lang, vice-pres.; Thomas K. Martin, sec'y-treas.; W. C. McCoy, Alexander Harsh, W. B. Christian, Robert Pommer and Eugene Dryer, executive com'te. The officers are ex-officio members of the executive com'te.—P.

Roger P. Annan, recently elected pres. of the Merchants Exchange, was honored by the grain inspection dept., of which he was formerly chairman, by a present of a large bouquet of American beauty roses. The donors had intended that the gift should be a surprise, but their wishes in that direction were doomed to disappointment. The flowers had been sent to Sec'y Smith's office to remain until the hour of presentation. Mr. Annan drifted accidentally into this office and discovered the roses. He wanted to know if anyone had died, but was informed by the office boy that everyone was still alive, and that the bouquet was for him.—P.

Harry G. Bailey, mgr. of the Option Dept. of the Elmore-Schultz Grain Co., has resigned and will engage in the grain trade on his own account. A new company will be organized with Mr. Bailey as pres.

On Jan. 8, Attorney General Barker of Missouri notified the Merchants Exchange that unless the practice of weighing grain at public elvtrs. was immediately stopped he would bring proceedings to compel compliance. He said: "This practice by the Board of Trade is in violation of the law and imposes an additional charge upon all the shippers of grain amounting to nearly \$50,000 a year at all of the public warehouses. I have advised the exchange that they had no authority for weighing grain and making this extra charge, and have instructed them to stop it and if they do not do so suit will be brought against them to prevent this."

The attack against the Merchants Exchange Dept. of Weights by Attorney General Barker is a source of considerable annoyance to the members. On its face the action of the attorney general is plainly a political move to foster his ambitions to become governor. Mr. Barker has started other campaigns of prosecution with the same end in view, but these have fallen flat, and now he turns to grain business the effort is likely to prove even less of a stepping stone for gubernatorial aspirations than his earlier undertakings. There is no public call for interfering with the system of weighing. It has the endorsement of shippers, producers and receivers, and aside from politicians who look to possible patronage and jobs no one cares to have the system changed.—P.

The annual meeting of the Merchants Exchange was held Jan. 12 and Eugene Smith was reappointed sec'y. The following standing com'ites were also appointed by Pres. Annan: Dept. of Weights, George Harsh, chairman; Robert C. Valier, vice-chairman; W. J. Edwards, Erich Picker, J. L. Wright, George C. Martin, Jr., Herman A. von Rump and William Koechig; Complaints—Cary H. Bacon, chairman; Wilbur E. Christian, G. A. Veninga, N. L. Moffitt and V. M. Jones; Rules, Thomas K. Martin, chairman; James M. Gettys, Fred W. Seele, Claude A. Morton, and Thomas B. Teasdale; Contracts for Future Delivery, Martin J. Mullally, chairman; M. J. Connor, Harry W. Daub, J. O. Ballard, and W. C. Seele; Special Com'ite of Appeals, William M. Louderman, chairman; C. L. Carter, Ed. F. Catlin, Trave Elmore, Thomas H. Francis, A. C. Robinson, S. A. Whitehead; Grain, Edward C. Andrews, chairman; Henry C. Schultz, William T. Hill, E. L. Waggoner, Samuel Plant, Gilbert Sears and C. F. Beardsley; Barley, Fred C. Orthwein, chairman, F. W. Feyerbacher, Henry Greve and William J. Lemp; Legislative, L. Ray Carter, chairman; Sam D. Capen, W. H. Danforth, Charles Espenscheid and Joseph W. Steele.—P.

MONTANA

Cascade, Mont.—Augustus Wadsworth, pres. of the Cascade Mfg. & Elvtr. Co., died Jan. 14.

Columbus, Mont.—L. C. Doane, of Dixon, now owns the Columbus Elvtr. I am mgr.—A. M. Hansen.

Mondak, Mont.—The Farmers Grain & Trading Co. has been incorporated and will operate at this point.

Mareno, (no p. o.), Mont.—Farmers are talking of building an elvtr. here. This town is 8 miles east of Geyser.—R. J. Walker, mgr. Farmers Elvtr., Geyser.

Helena, Mont.—The State Grain Inspection Dept. has issued a pamphlet giving full data on an "Act Relating to Grain Elvtrs. and Grain Inspection in the State of Mont."

Denton, Mont.—Albert C. Anderson and Paul M. Ravitch have formed a partnership and will operate an elvtr. here. The company will operate as Anderson & Ravitch.

Bozeman, Mont.—The Gallatin County Farmers Alliance has bot the elvtr. of the Farmers & Merchants Elvtr. Co., which has been dissolved after being in operation here for 20 years.—A. B. C.

Geyser, Mont.—Our elvtr. has been in operation for about 5 mos. Our officers are F. W. Mitchell, pres., P. J. O'Hara, vice-pres.; Nat. Taylor, sec'y-treas and myself mgr.—R. J. Walker, Farmers Elvtr. Co.

Medicine Lake, Mont.—Jens Hausen is pres. of the Farmers Elvtr. Co., H. Rasmussen, vice-pres., and P. V. Lofgren, sec'y. Emil C. Umbreit is mgr. J. C. Harding is mgr. of the International Elvtr. Co., Chas Hising, for the Imperial Elvtr. Co. and Geo. Bailey for Southall & Co.

NEBRASKA

Peru, Neb.—Earle Fisher has installed a Mattoon Car Loader.

Murray, Neb.—Todd Barrows is now mgr. for the Farmers Elvtr. Co.

Phillips, Neb.—C. E. Coffey, mgr. of the Phillips Grain Co., has resigned.

Sholes, Neb.—A. R. McDowell is now mgr. for the Farmers Elvtr. Co.

Lyons, Neb.—The M. C. Peters Mill Co. has bot the elvtr. of Peter Heintzelman.

Milford, Neb.—The Nebraska Corn Mills Co. has installed electric lights in the plant.

Waverly, Neb.—The Waverly Grain Co. has installed a new and larger gasoline engine.

Armour, Neb.—A 6-h.p. gas and oil engine has been installed in the elvtr. of the Dobbs Grain Co.

Springfield, Neb.—C. A. Besack is reported to be operating the south elvtr. for the Lincoln Grain Co.

Winnebago, Neb.—John Dee has succeeded Ivan Robertson as second man for the Holmqvist Grain & Lbr. Co.

Omaha, Neb.—The Grain Exchange has bot an automobile for the use of the weighing and inspection dept.

Meadow, Neb.—The elvtr. formerly operated by the Evans Grain Co. has been leased by the Lincoln Grain Co.

Kimball, Neb.—The Farmers Ass'n has made no plans for an elvtr.—Geo. O. Unruh, County Farm Demonstrator.

Germantown, Neb.—C. Bock and Wm. Voss have bot the elvtr. of Wm. Ketels and will take possession in the spring.

Atlanta, Neb.—John Whitaker is now pres. of the Farmers Grain & Supply Co. and I am sec'y-treas.—A. J. Pickering.

Silver Creek, Neb.—We have not let contract for our elvtr. yet but hope to do so soon.—Chas. Wooster, pres. Farmers Elvtr. Co.

Stapleton, Neb.—J. B. Karns has succeeded H. E. Ambler as our agt. at this station.—J. E. Jacobson, Western Grain Co., Lexington.

Adams, Neb.—H. J. Merrick was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting. Henry Rabel is sec'y and John Fritz, treas.

Platte Center, Neb.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Trans-Mississippi Grain Co. and will take possession Mar. 1.—Jos. Mark, sec'y.

Blue Hill, Neb.—H. F. Welch, of Bladen, has succeeded Aug. Sien as mgr. for the Farmers Grain & L. S. Co. Mr. Sien recently resigned and bot an interest in an elvtr. at Bladen.

Cornlea, Neb.—I am mgr. for the Nye Schneider Fowler Co. here and know of no one by the name of A. Anderson, who was recently reported to have left our employ at this station.—P. G. Small.

Winnebago, Neb.—Day & Mansfield, who have been buying corn on track here using a portable elvtr. have been ordered by the C. B. & Q. Ry. Co. to remove it from the right of way, alleging that it is unsightly.

Eldorado, Neb.—Our elvtr. has a capacity of 8,000 bus. Our officers are N. Tortenson, pres., Geo. England, vice-pres. and Geo. W. Dill, sec'y-treas. I am mgr.—Theo. Holzapple, mgr. Farmers Co-operative Co.

Hastings, Neb.—Stephen Swigle was elected pres. of the Farmers Grain & Supply Co. at the annual meeting Jan. 12. H. Waldrum was elected vice-pres. and R. R. Vance sec'y. The company operates at this station, Halloran (Inland p. o.), Farmer (Hansen p. o.) and Blaine, and Brennans (both Hastings p. o.)

Red Cloud, Neb.—The Amboy Mill & Elvtr. Co. has again resumed work on the new mill and elvtr. after a month's delay due to cold weather.—B. Sampson.

Douglas, Neb.—Our company has not leased the elvtr. of the Bartling Elvtr. Co. and will not do so as the building is in bad repair and not in condition to handle grain.—J. Higginbottom, mgr. Farmers Elvtr. Co.

Memphis, Neb.—We have let contract to G. H. Birchard for a 25,000-bu. elvtr. The work is to be started in the spring. We expected to build last fall but the site was not cleared by the C. B. & Q. Ry. Co. in time.—Farmers Elvtr. Co.

Oakland, Neb.—We have not been able to do anything toward buying an elvtr. yet but expect to purchase one here in the near future. We will hold another meeting Feb. 15.—S. A. Nelson, Farmers Educational & Co-operative Union.

Ord, Neb.—Members of the Farmers Club of Valley County have organized a farmers elvtr. company to buy or build an elvtr. here. J. C. Meese is pres., S. N. Arnold, vice-pres., Frank Walker, sec'y and John Bremer treas. of the elvtr. company.

Omaha, Neb.—Work on the excavations of the new Grain Exchange Bldg. has been stopped pending a change in the original plans for the building by the directors. It is probable that a larger building than was at first planned will be erected.

Lexington, Neb.—Work has been started on the foundations for the new plant of the Lexington Mill & Elvtr. Co. The elvtr. will have a capacity of 40,000 bus. and will replace the house burned last October. The Burrell Engineering & Constr. Co. has the contract.

NEW ENGLAND

Plymouth, N. H.—My husband has sold his grain business and is not here at present.—Mrs. Wm. Patterson.

Springfield, Vt.—We do not expect to build an elvtr. as reported.—L. H. Barry, sec'y Farmers Co-operative Co.

Boston, Mass.—Patrick R. Dunn, grain and hay inspector at this port from 1878 to 1896, died Jan. 8, at the age of 80.

Portland, Me.—Atlantic Grain Co. incorporated; capital stock \$10,000; officers G. E. Peabody, pres.; Chas. E. Peabody, sec'y and I. L. Peabody, treas.

Hollis, N. H.—Dan'l F. Pierce, of Pierce Bros., committed suicide Jan. 7. His body was found hanging in the barn. It is believed that he was despondent over the recent death of a brother.

Lowell, Mass.—Sam'l N. Wood, for 35 years a grain dealer in this city, died Jan. 10, at the age of 94. In 1847, Mr. Wood was admitted to partnership by his father who was engaged in the grain trade, and in 1848, he assumed full control of the business, his father retiring. In 1868 he admitted his own son to partnership and retired from active business in 1882.

NEW MEXICO

Las Vegas, N. M.—The Las Vegas Roller Mills Co. has installed a motor in its elvtr. which was recently completed.

NEW YORK

Brooklyn, N. Y.—Geo. H. Roberts, formerly a member of Roberts & Collin, died recently at the age of 63.

Akron, N. Y.—The Hickox-Rumsey Co., of Batavia, has bot the mill of the W. H. & R. A. Newman Co. and will use the building for grain and bean storage. C. A. Seiden will be mgr.

Rochester, N. Y.—At the annual meeting of the New York Brotherhood of Threshermen, held in this city Jan. 7 and 8, a temporary legislative com'ite recommended that the organization make an effort to have a lien law for threshermen effected in this state.

Lockport, N. Y.—Geo. B. Thompson was elected pres. of the Thompson Mfg. Co. at its recent annual meeting. Paul V. Chadsey is sec'y and J. A. Walter, treas.

BUFFALO LETTER.

Sam'l H. Wilkeson, for many years mgr. of the old Wilkeson Elvtr., died Jan. 12, at the age of 78. His father built the elvtr. which was later sold to the Lackawanna Ry. Co. and wrecked.

The new elvtr. of the Eastern Grain, Mill & Elvtr. Corp. will be a very large addition to the present lake elvtr. capacity here, and in conjunction with the two elvtrs. built last year by the Monarch Engineering Co., will increase the unloading capacity of the port by approximately 40%. This should be a large step toward relieving the congestion that continuously occurs at Buffalo, during the rush of grain, and therefore, will become an important factor in increasing the opportunities for the conduct of the grain business in the city.

The new elvtr. of the Superior Elvtr. Co. is equipped with the latest machinery including Huntley Mfg. Co. Cleaners and Clippers, of 8,000 bus. capacity and fire-proof, Weller Steel Legs and Buckets of Minneapolis V. Type, Day Dust Collecting System, Hess Drier, a 2,200 high tension power General Electric Motor, 6 hopper scales, conveyor belts, transmission machinery and all modern appliances. One feature of the house is a pneumatic chute for conveying tickets and car orders from the pit to the scales and offices.

According to the recent testimony of Art. W. Stroebel, of Milwaukee, a real estate expert, before the city appraisal com'ite, the old Richmond Elvtr. on an island off the foot of main street, is worth more than \$66,500 altho it is over 40 years old and has not been operated for many years. The land is valued at \$450,000 and with the valuation of the elvtr. the island would cost the city close to \$500,000. The city com's'n is considering a plan to dredge the islands in the harbor to a depth of 23 ft and to establish a large turning basin for the grain carriers in the inner harbor.

The Eastern Grain, Mill & Elvtr. Corp. has let contract to the Monarch Engineering Co., for a 1,000,000-bu. concrete, fire-proof, elvtr. on the Buffalo River, between the Lake Shore bridge and the Lake Shore R. R. crossing over the Buffalo Creek R. R., adjacent to the 700 ft. Farmers Point Turning Basin. This elvtr. will be equipped with two moveable marine legs, with a total unloading capacity of grain from vessels of 50,000 bu. per hour. It will be operated by electric power, and will have shipping legs with a capacity of over 40,000 bu. per hour, and will be able to unload rail grain at the rate of fifty cars in 10 hours. The elvtr. is designed so that all these operations can be conducted at once, without interference. It is expected that the elvtr. will be completed by Aug. 1, in time to handle its share of the fall movement of grain. It is understood a large railroad handling yard will be constructed on the twenty-five acres adjacent to this elevator property, so that the elevator will have the advantage of complete rail facilities for the shipment of grain. Provision has also been made for the loading of canal boats or vessels at the rate of 30,000 bu. per hour. It is probable that larger storage will be added later.

NEW YORK LETTER.

Frederic Schwarz, for many years a member of the Produce Exchange and an old-time grain dealer, died Jan. 7.

Chas. C. Rubins, formerly with King, Farnum & Co. of Chicago, is now representing A. O. Slaughter & Co. on the Produce Exchange.

The entire front of a 9-story grain warehouse of Dows Stores, fell into the street at 8 p. m., Jan. 13. A heavy wind storm was raging and the corner of the roof of the building had been torn away. It is believed that the wind blew the front of the building out. Two men and a boy were caught in the debris and were severely cut and bruised.

Richard L. Sweet has been admitted to partnership in W. L. Sweet & Co.

The L. A. Morey Co. has gone into liquidation and L. A. Morey, for many years connected with the firm, has severed his connection with the company. He will continue the business in his own name.

G. F. Stringer, Jr., junior member of Stringer & Co., committed suicide in his office, Jan. 9, just after the announcement of the suspension of his firm. It is said that the firm was caught short on the recent rise in wheat and as the customers were, for the most part friends of the young man, he shot himself rather than face them. The liabilities are placed at \$160,000 with assets at \$100,000.

The following have been recently elected to membership in the Produce Exchange: Joseph L. Ward, Alberto Obleight of Alfred Tobino, grain commission, and William T. Brooking of W. L. Green Com's'n Co. Applications have been made by A. L. Burbank, W. J. Watts, Northwest Consolidated Mfg. Co., Piero Fumagalli of Fumagalli Coprotti, Milan, Italy; G. M. Bress, S. A. Corker, E. T. McBurney, A. E. Meyer, Caesar Corinaldi of Caesar Corinaldi & Son, Turino, Italy, F. E. Segner, H. F. Hall, the Hall-Baker Grain Co., Kansas City; C. A. Johnson of E. W. Wagner & Co., Chicago; G. H. Miller, and W. L. Seligman of the George Urban Mfg. Co., Buffalo.

The Oats Trade held its 6th annual banquet at the Biltmore, Jan. 16, about 300 members and guests being present. William J. Brainard acted as toastmaster and Major General W. W. Wotherspoon, State Commissioner of Public Works, was the guest of honor. Many prominent grain men from other cities came here to attend the dinner, including: H. D. McCord and H. F. McCarthy, of Minneapolis; Harry M. Stratton, Stephen Briggs and A. K. Taylor, of Milwaukee; Charles L. Dougherty, Frank G. Ely, James K. Hooper, Howard Lipsey, Gardner Van Ness, William H. Noyes, L. F. Gates and E. W. Elmore, of Chicago; Henry L. Goemann, of Mansfield, O., and George E. Pierce of Buffalo.

NORTH DAKOTA

Elgin, N. D.—The Equity Farmers Union will build an elvtr.

Jamestown, N. D.—Geo. Game has added a feed mill to the equipment of his elvtr.

Milton, N. D.—The Northwestern Elvtr. Co. has installed a feed mill in its elvtr.

Sawyer, N. D.—Mr. Wold has sold his elvtr. here and is now at Minot.—I. L. B.

Makoti, N. D.—Plans are being made for the erection of another elvtr. at this station.

Max, N. D.—Frank Hunt has bot the Smearer Elvtr. and is operating it.—J. L. B.

Wolford, N. D.—I have succeeded L. A. Koons as agt. for the Cargill Elvtr. Co.—G. P. Oldham.

Fort Clark, N. D.—H. W. Umpleby is interested in the organization of a farmers elvtr. company.

Garrison, N. D.—F. A. Agnew has succeeded me as mgr. for the Equity Farmers Elvtr. Co.—A. Konig.

Walden, (Luverne p. o.), N. D.—I am leaving here and will be located at Walcott.—E. J. Nord, formerly agt. Cargill Elvtr. Co.

Napoleon, N. D.—The Napoleon Elvtr. Co. sold its elvtr. to John Heister and I have been transferred to Kintyre.—C. G. Scheeler, agt.

Watford, N. D.—We have built a 30,000-bu. elvtr. at this point, equipped with all modern machinery.—H. L. Kuebler, mgr. Watford Grain Co.

Rawson, N. D.—H. A. Braaten, buyer for our company, fell into the hopper pit and quite a large piece of the bone was torn out of his ankle. Skin had to be grafted on the wound, but he is improving at present.—C. J. Sorlien, sec'y-treas. Farmers Elvtr. Co.

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Stanley, N. D.—A farmers elvtr. company is being organized at this point. The capital stock will be \$20,000.

Richardton, N. D.—Officers of the Richardson Equity Exchange, which operates a 20,000-bu. elvtr. here, are Carl Hamann, pres.; Fred. Bolte, sec'y and Aug. Koesel, mng'r.

Aneta, N. D.—The elvtr. of Martin Lee, containing 12,000 bus. of grain, burned at 11 p. m. Jan. 15; loss on the building was covered by insurance, but only \$8,000 was carried on the grain.—B.

Walden, (Luverne p. o.), N. D.—The elvtr. of the Cargill Elvtr. Co. has been closed for the season and I am out of the grain business at present.—E. J. Nord, formerly agt. Now at Walcott.

Fillmore, N. D.—Thos. Egan sold his elvtr. to Dave Uglund, of Knox. A 2-story feed mill has been erected in connection with the elvtr. B. S. Amdal is agt.—Ole K. Lee, agt. Minnekota Elvtr. Co.

Kildeer, (Manning p. o.), N. D.—S. V. McCarthy has succeeded me as agt. for the Winter-Truesdell-Ames Co. at this station and I am now out of the grain business.—W. L. Dean, Frederick, S. D.

Van Hook, (no p. o.), N. D.—The Farmers Elvtr. Co. has bot the machinery in the elvtr. of O. G. Nordmarken, at Granville, and will install it in its new house here. The elvtr. at Granville has been sold to a farmer who will move it to his farm.

Fargo, N. D.—Chauncey E. Wheeler for many years a dealer in grain and stocks in this city, died Jan. 11, at his home in Rialto, Cal. Mr. Wheeler was a member of the former firm of F. L. Hale & Co. In 1906, he suffered a stroke of paralysis and had since lived in California. The Chas. E. Lewis Co. bot the business.

BISMARCK LETTER.

H. B. 23 introduced by Representative Freitag, provides for cost of foreclosures on liens.

The house com'ite on warehouse and grain grading is composed of Representatives Knox, chairmen; Pendray, Dean, Peterson, Thompson, Husband, Aker, Siple, Allen, Thorne, Smith, J. W. Odland, Larson, Sinclair, Geiszler.

The senate com'ite on warehouse and grain grading, appointed Jan. 8, by Lieut. Governor Fraine, is composed of Senators C. Thoreson, Gronvold, Wartner, McGrey, Davis, Sandstrom, Barnes, Porter, Gibbons, Kirkeide, McFadden, E. H. Nelson, Paulson, Mallough, N. N. Nelson.

H. B. 16, introduced by Representative Smith, makes it unlawful to buy grain at a different weight than that fixed by law. The fine is \$25 to \$100 for each offence. The bill also makes it unlawful to take any dockage on grains not docked at the terminal markets of Minnesota and Wisconsin. It has been referred to the warehouse and grain com'ite.

H. B. 28, by Representative Burnett, provides for a tax on seeds and grains. Any person or firm operating an elvtr. or warehouse or loading on side track from wagons or other conveyances, is compelled by the bill, to pay a tax of $\frac{1}{2}$ of 1 mill per bu. on all wheat and flax and $\frac{1}{4}$ of 1 mill per bu. on all other grains and seeds bot, stored or handled on commission during the years. Violations of the act call for a fine of from \$50 to \$500 and court costs.

The state supreme court, on Jan. 11, sustained the decision of the lower courts and affirmed the right of stockholders to examine the books of a company in which they are interested. The decision was given in the suit of Fred Schmidt and others against J. M. Anderson, pres. of the Equity Exchange and G. A. Thiel, sec'y and treas. of the same company. The supreme court holds that stockholders need not explain to the officials their reason for investigation. The lower court is affirmed. Schmidt and other stockholders desired to make examination of the Equity Co-operative Exchange accounts to determine the standing of the company. Anderson and other officials resisted the examination,

bringing the defense that Schmidt and his co-plaintiffs sought examination to get information for assistance of competitors in business. The equity company will now be compelled to open its books and allow Schmidt to make any examination he may desire.

H. B. 31, has been recommended for passage. It was introduced by Representative H. J. Stringer and provides for the reinstating and validating of charters of corporations that have been cancelled for failure to make reports as required by and under section 4518 of the revised codes of 1913. All corporations desiring to come under the provisions of this bill, however, must on or before Aug. 1, 1915, file with the secretary of state full and complete reports as required and pay a penalty of \$10 and all arrearages in fees. This act also carries an emergency clause.

H. B. 36, introduced by Representative M. A. Hogaug, provides that: "Every person, firm, ass'n and corporation shall destroy or cut, upon all lands which he or it shall own, occupy, rent, lease or control, all weeds known as Canada thistle, burdock, white or ox-eye daisy, snap dragon or toad flax, cockle burr, sow thistle, sour dock and yellow dock, mustard, wild parsnip, Russian thistle, wild barley, wild oats, and quitch grass, known also as quack grass, and at such time and in such manner shall effectually prevent them from bearing seed, and in like manner shall destroy any of the above mentioned weeds standing or growing upon any lands owned, occupied or controlled by him or it out to the center of any highway, lane or alley there on."

The long talked of "state terminal elvtr." for North Dakota, which has been so urgently boosted by members of the Equity Exchange of St. Paul, has received a black eye from the state board of control which has spent two years in investigating the advisability of the plan. The board advises against the establishment of an elvtr. of this kind. The report filed with the state legislature Jan. 17, says in part: "After a thorough investigation, in which every effort has been made to learn what if any advantages such a proposal might have, it is the opinion of the board that there is no sound, practical plan by which a terminal state owned and operated elvtr. erected in the twin cities, Duluth or Superior would in any way make it possible for the farmers of this state to get a better price for their grain, and that any investigation made of terminal elvtrs located at any or all of these terminal markets would be a waste of the people's money as well as a humiliating disappointment to the people of the state. We recommend strongly against the expenditure by the state of any money for the erection of new terminal elvtrs at any and all points, but if the state concludes to go into the undertaking at all we recommend that it rent or lease existing terminal elvtrs, if such can be secured at a reasonable rental, and thereby try out the scheme at the least possible loss to the state." The board finds that a terminal elvtr ready for operation would cost from 25 to 45c a bu. capacity, depending upon the type of construction. The site at the head of the lakes practically requires the purchase of a water lot, dredging, filling and driving a pile foundation. Such when ready for construction would cost from \$75,000 to \$150,000. Canada's site at Port Arthur cost \$90,000 and the dredging cost \$47,000. It was expected that the bill providing for the establishment of the terminal elvtr. would cause a lively tilt in the present legislature, but it is now believed that it will die a slow and painless death, mourned only and chiefly by the Equity Exchange which thus sought to obtain an elvtr. for its uses without expenditure or effort on its part.

OHIO

Clinton, O.—Clinton Grain Co. incorporated; capital stock, \$10,000.

Norwalk, O.—F. A. Jenkins is putting in a 25-h.p. electric elvtr.—C. C. J.

West Liberty, O.—C. A. Hartzler has succeeded Henry B. Pops in his father's elvtr.

St. Mary's, O.—The Lock Two Grain & Mfg. Co. has installed a Mattoon Car Loader.

Columbus, O.—G. A. Payne & Co. have moved their grain brokerage offices to the Brunson Bldg.—C. C. J.

Lima, O.—Wm. L. Matheany, formerly in the grain business in this city with his father, died Jan. 3 at the age of 62.

Mount Gilead, O.—Wagner Bros. have installed in their elvtr. a Double King Car Loader made by the Maroa Mfg. Co.

Columbus, O.—I have opened an office here and am engaging in the wholesale grain and feed business.—Walter A. Fourman.

New Hope sta. (Campbellstown), O.—We have added 250-ton cal shed to our plant.—J. M. Armacost, mng'r. Richards Bros. & Co.

Minerva, O.—The plant of the Minerva Mfg. Co. will be re-opened for business at once. The plant has been extensively repaired.

Santa Fe, O.—A. G. Booher, the elvtr. owner, is building a concrete warehouse, and making other improvements, including the installation of a gas engine.—C. C. J.

New Hampshire, O.—E. S. Sheets, of Botkins, O., has bot the J. H. Manchester elvtr. at this point. Mr. Manchester will give his whole time to his large farming interests.—C. C. J.

Tiffin, O.—Sam'l B. Sneath, founder of the Sneath-Cunningham Co., died Jan. 8, at Pass Christian, Miss., at the age of 86. He is survived by his son, Ralph Sneath, a grain dealers, and 2 daughters.

Radnor, O.—We will lower our driveway making it a ground drive and will increase our capacity to 10,000 bus. We will also install new machinery and including hopper scales.—Frank Coonfare, prop. Radnor Elvtr. Co.

Washington C. H., O.—The new elvtr. of S. W. Cissna & Son, is equipped with sheller, cleaner, and electric motors. Mr. Cissna has been active in the grain trade for 60 years and is one of the oldest grain men in the state.

Findlay, O.—Lemuel McManness, pres. of the McManness Mfg. Co., was recently stricken with apoplexy and died. He was 68 years old and has been in the business for many years. The business will be continued by his son, Frank.

Marysville, O.—John C. Spurrier, pres. of John C. Spurrier & Sons, died Jan. 11, of cancer. Mr. Spurrier was 72 years old and was well known to the grain and milling trade. The business will be carried on by his sons, E. A. and O. L. Spurrier.

Defiance, O.—J. D. Spangler, who has been in the grain business for the last 24 years, and F. L. Davis, with Herb Bros. & Martin, of Pittsburg for the last 13 years, have formed a partnership and will buy and sell grain in car loads. Our office is in the Keystone Bldg. this city.—Spangler & Davis.

McClure, O.—The 100,000-bu. elvtr. and corn plant of the Mollett Grain & Mfg. Co. burned at 2 a. m., Jan. 10; loss \$40,000; insurance \$30,000. The house was in operation until midnight. The flames were shooting out of the top of the elvtr. when the fire was discovered. Two loaded cars on the elvtr. side track were also burned. Forty two men were employed in the plant. The house will be rebuilt at once, the new elvtr. to be either concrete or an iron clad structure.

CINCINNATI LETTER.

C. E. Nippert is now representing Lanier Bros. on change. Mr. Nippert was formerly with Early & Daniel.

C. A. Mounts has applied for membership in the Chamber of Commerce and J. A. Stevens has been admitted to membership.

Pres. W. R. McQuillan of the Grain and Hay Exchange has been ill and the monthly meeting of the exchange has been postponed.

Walter C. Draper has been elected to honorary membership in the Chamber of Commerce. Mr. Draper is ex-pres. of the exchange.

John De Molet, mgr. of Allen & Munson, has been ill for some time. John H. Allen and Geo. Wirth are taking care of the business in his absence.

We will open an office in the Board of Trade Bldg. at Indianapolis, Ind., about Feb. 15, and will move our headquarters to that city.—Paul Van Leunen, Paul Van Leunen & Co.

T. C. Powell was elected pres. of the Chamber of Commerce at the annual meeting, Jan. 13. Two grain men are among the officers chosen, Henry Brouse, with Gale Bros., is sec'y and Frank Curris, of the McQuillan Grain Co. is now a director.

W. H. Kramer, pres. of W. H. Kramer & Co., was recently stricken with illness while attending a session on the Chamber of Commerce. He was taken to a local hospital where an operation was performed and he is now on the high road to complete recovery.

The Ferger Grain Co. is defendant in a suit brot by Thos. D. Jones, for \$25,000 personal damages. Jones alleges that he was seriously injured when an elvtr. cable in the elvtr. of the company broke and the freight elvtr. which he was operating, fell 3 floors with him. He sustained injuries to his back and spine and both ankles were broken.

TOLEDO LETTER.

Wm. Cummings is now with J. F. Zahn & Co. He was formerly with the J. Coon Grain Co.

At the annual meeting of the Produce Exchange, E. H. Culver was reappointed chief grain inspector. Roland Wendt is again ass't sec'y.

The "Toledo twins," Fred Jaeger and David Anderson, were tendered a sumptuous luncheon, Jan. 5, in celebration of their 48th birthday anniversary, by friends on 'change.

Warren E. Collins, bookkeeper for J. F. Zahn & Co. for the last 25 years was found dead in his bed, Jan. 8. Heart disease and acute indigestion were given as the causes. He was at his desk as usual the day before his death.

Edwin Goldsmith, former chief grain inspector for the Produce Exchange, died Jan. 9. Mr. Goldsmith was prominent in the grain trade in the early 80's, retiring when he became inspector. He was a member of Goldsmith, Dowling & Co. and of Hamilton & Goldsmith. He has been in the employ of the government for the last few years.

OKLAHOMA

Eldorado, Okla.—A company is being organized here to build a 5,000-bu. elvtr. and mill.

Oklahoma City, Okla.—Clay H. McKellar, employed by the Acme Mfg. Co., was married Jan. 14, to Miss Sue Chister of Ada.

White Eagle, Okla.—The W. T. Oates Grain Co., of Ponca City, has bot the elvtr. of the H. B. Harrod Grain Co., and W. T. Oates will be mgr.

Purcell, Okla.—The Gibbons Elvtr. Co., incorporated; capital stock \$10,000; incorporators, A. J., Jas. E. and M. F. Gibbons. The company has bot and will operate the old Hall Elvtr.

Oklahoma City, Okla.—The following have been admitted to membership in the Oklahoma Grain Dealers Ass'n: A. K. Callahan, Enid; White-Lockstone Grain Co., Weatherford; J. E. Jarvis, Isabella; The White Grain Co., Enid; Linton Grain Co., Chickasha; Gibbon Elevator Co., Purcell; Logan Hawkins, Tonkawa; E. G. Beall & Son, Texhoma, all of Oklahoma, and Hughes & McCoy, Howe, Texas.—C. F. Prouty, sec'y.

Blackwell, Okla.—The Deer Creek Elvtr. Co., of Deer Creek, will open an office in the McKee Bldg. J. T. Stout, now sole owner of the company, will make his headquarters in this city.

OREGON

Pendleton, Ore.—The Umatilla County Tax Payers Ass'n, held a meeting in the Commercial Club rooms, Jan. 5 and denounced the proposed law creating the office of grain inspector. Members of the ass'n alleged that the measure is being fatheted by the grain buying agencies for their own benefit. It is claimed that the law would permit a grain inspector to grade down a whole carload of wheat, if a single bad sack was found in the shipment.

Cold Springs, (Umatilla p. o.), Ore.—J. E. Montgomery, who was recently sent to Portland, by the Farmers Union to investigate the advisability of the use of auto trucks for hauling wheat in this vicinity, reports that 1 truck and 3 trailers in use on a hard surface road to the Columbia could haul 1,200 sacks of wheat to the river daily. He estimates 5 trucks with 3 trailers each could haul all of the Cold Springs wheat to the river in 90 days time each fall. He also estimates a 15 mile haul could be made at an expense of 2c per bu. At the present time the Cold Springs farmers pay as high as 15c a sack to haul their wheat to Myrick station. With a road to Cold Springs landing they would be able to save that uphill haul and at the same time get the advantage of water transportation.

Portland, Ore.—The Dock Com'sn has evolved the following plan for the building of a grain elvtr. at this port: If the grain men will produce sufficient business for the elvtr. so that the revenue will take all costs off the taxpayers, the Commission favors issuing bonds and building the elvtr. This proposal will ask that the Commission be authorized to sell \$900,000 of bonds for dock, warehouse and grain elvtr. installation, on the explicit condition that cost of interest, sinking fund and operation be covered by the rental received from the shippers. Such a plan would give Portland a grain elvtr. without cost. The \$900,000 of bonds would pay for a site and installation. The construction would be such that three ships could be loaded at the same time, one on the river side and one on either side of the dock proper, by means of slip construction.

PENNSYLVANIA

Carlisle, Pa.—N. E. Mohn, of Newbern, N. C., has bot the elvtr. of S. B. Jackson.

Shirestown, Pa.—Simon Eberly has bot the elvtrs. and warehouses here and at New Kingston and will take possession Feb. 1.

Philadelphia, Pa.—The annual election of the Commercial Exchange will be held Jan. 26. L. G. Graff, pres., is a candidate for re-election. Jos. W. Beatty and C. Herbert Bell are also named for re-election as treas. and vice-pres.

PITTSBURGH LETTER.

Jos. C. Faloon has applied for membership in the Grain & Hay Exchange.

The annual smoker of the Grain & Hay Exchange will be held Feb. 23.

Pittsburgh, Pa.—Oscar Alexander, ass't supt. of the Hay & Grain Exchange, is recovering from a recent illness.

Pittsburgh, Pa.—F. L. Davis, who has been with Herb Bros. & Martin for the last 13 years, has severed his connection with the company and formed a partnership with J. D. Spangler of Defiance, O. The new company will operate at that point under the name of Spangler & Davis.

SOUTH DAKOTA

Utica, S. D.—S. R. Jillstra is now mgr. for J. J. Smith.

Miller, S. D.—R. S. Mead will be mgr. for Geo. P. Sexauer & Son at this station.

Keldron, S. D.—Edw. Szarkowski is now mgr. of the Farmers Grain & Lbr. Co.—W. H. Harrington.

Crandon, S. D.—G. G. Stahl, mgr. for the Farmers Elvtr. Co. has been appointed postmaster here.

Waubay, S. D.—John P. Erickson will repair his elvtr., installing carloader, feed mill and automatic scale.

Wessington Springs, S. D.—W. O. Kinney, of Little Rock, Ia., has bot one-third interest in the Will & Olson Grain Co. and will be mgr.

Bradley, S. D.—Richard Frothinger has left the employ of the Farmers Elvtr. Co. and has gone to Minnesota. He was a helper in the elvtr.

Booge, S. D.—The entire stock of the Booge Elvtr. Co., formerly owned by men in Valley Springs, has been purchased by farmers in this vicinity.

Roscoe, S. D.—P. J. Wagner is out of business and it is reported here that the Reliance Elvtr. Co. owns this elvtr. The Center Elvtr. here, which was formerly operated by the Hosmer Mill Co., is now owned by the Farmers Union Elvtr. Co.—Thos. G. Jamieson.

Spencer, S. D.—Geo. Scheviebein, engineer at the elvtr. of Hubbard & Palmer Co., was seriously burned recently, when a can of gasoline in the engine room exploded. The explosion was due to a torch carried by the engineer, who was attempting to heat the carburetor of the engine. Fire followed the explosion, but the elvtr. was saved.

Saranac (Madison p. o.), S. D.—My elvtr. burned about 6 p. m., Jan. 7, the fire starting from a defective chimney. The blaze was discovered between the ceiling and the roof. I had about 18,000 bus. of grain, mostly oats, in the elvtr. at the time of the fire. The loss is covered by insurance, except about \$3,000. I will not rebuild.—W. Z. Sharp, Sioux Falls.—A car of grain had just been loaded and it was also burned. Much of the grain in the elvtr. is reported to have been undamaged and is being sold to the farmers for feed. The elvtr. of J. A. Carpenter, which is near the burned structure, caught fire, but was saved.

Hartford, S. D.—The annual meeting of the Farmers Elvtr. Co. was held Jan. 11. Mgr. I. S. Henjum called the especial attention of the company's stockholders to the fact that the business given the concern by non-stockholders and patrons had just about paid the operating expenses of the company, and asked that all stockholders show their appreciation of these facts at every opportunity. The board of directors extended the manager a vote of thanks for the very satisfactory and efficient manner in which he had conducted the affairs of the company. By a unanimous rising vote the stockholders adopted the strictly cash basis plan of conducting the business for the ensuing year. Mr. Henjum has successfully handled the business of the company for many years and was retained for another term.

SOUTHEAST

Gulfport, Miss.—Geo. M. Foote, of Geo. M. Foote & Co., has been elected mayor of the city.

Anniston, Ala.—The Farmers Union Warehouse & Storage Co. is contemplating the erection of an elvtr. at this point.

Birmingham, Ala.—The Western Grain Co. is said to be preparing to build sheet iron grain storage tanks on a concrete foundation.

Mobile, Ala.—We will deal in wholesale grain and will manufacture pure cracked corn and mixed feeds. We have no elvtr.—Harris Grain Co., Inc.

Selma, Ala.—F. W. Gaines, Jr., has been admitted to membership in our firm, but this does not change the firm's name. We have merely added a first-class salesman to our force.—Gaines & Ross.

The GRAIN DEALERS JOURNAL.

Mobile, Ala.—Harris Grain Co. incorporated; capital stock, \$40,000; officers and incorporators Ed. Harris, pres.; E. J. Donabue, vice-pres. and treas., and Geo. G. Morton, sec'y. The new company has succeeded the Drago Grain Co.

Anderson, S. C.—H. H. Richards of North Dakota will build an elvtr. here and will be mgr. The Chamber of Commerce arranged with Mr. Richards for the building of the terminal house which it has been agitating for some time.

Atlanta, Ga.—The Postoffice Dept. has issued a fraud order against the W. H. Mitchell Lumber & Grain Co., B. F. Mitchell, mgr., on the ground that it is engaged in a scheme to obtain property thru the mails by false and fraudulent pretenses. Mitchell represented that he was mgr. of the company, that it dealt in lumber and grain, and had yards and telephone and cable connections. Investigation by postal inspectors showed that he only dealt in lumber and that he swindled those who answered his advertisements.

TENNESSEE

Murfreesboro, Tenn.—J. M. Avent has bot an interest in R. F. Overall & Co. and the firm will now operate as Overall & Avent.

MEMPHIS LETTER.

Pease & Dwyer have let contract for a feed milling plant.

At the annual meeting of the Merchants Exchange, Jan. 16, Nat Graves was elected sec'y for the 26th time. Walter J. Fransoli is his ass't.

Ernest Wheeler, one of the youngest members of the grain trade at this market, has been elected to membership in the Merchants Exchange.

The annual meeting of the Merchants Exchange was held Jan. 9, and the following officers elected: Robt. R. Ruffin, pres.; Louis R. Donnelson, Jr., vice-pres.; John D. McDowell, John C. Ryan, James S. Dwyer, T. J. Morgan, V. L. Rogers, A. F. Lewis and J. S. Shortle, directors. The grain trade is represented by Vice-Pres. Donnelson, who is the son of L. R. Donnelson, for many years in the grain trade, and Directors Dwyer, Morgan and Rogers.

TEXAS

Hillsboro, Tex.—The Marvel Mfg. Co. will build an elvtr.

San Antonio, Tex.—The Southern Grain & Seed Co., of which I am prop., has succedd the Garrett-Spencer Grain Co.—R. N. Garrett.

Galveston, Tex.—The Plant of the Texas Star Flour Mills Co. will be overhauled and many improvements and additions will be made.

Clarendon, Tex.—The storage house, shuck house and other buildings of the Clarendon Grain Co. burned Jan. 16; loss, \$5,000; insurance, \$1,000.

Belton, Tex.—The Everett Grain Co. is out of business and there are no elvtrs. here. Dunn, Van Ness & Co. are in the feed and produce business and are not grain dealers.—S. T. A.

Krum, Tex.—Our elvtr., containing 15,000 bus. of wheat, burned at midnight, Jan. 9. Loss, \$19,500; insurance, \$15,000. There was no water supply and there is little salvage. We will build a 20,000-bu. steel elvtr. to replace it in the spring. Bewley Mills, Ft. Worth.

Fort Worth, Tex.—The executive com'ite of the Texas Grain Dealers Ass'n held a meeting in this city Jan. 8 and voted to establish a claims dept. for members of the ass'n. The com'ite also went on record as not opposing a horizontal advance in state freight rates, tho it will oppose any increase based on mileage.

Fort Worth, Tex.—G. H. Rogers has been admitted to membership in the Grain & Cotton Exchange.

Stratford, Tex.—I have bot the elvtr. of the Stratford Mill & Elvtr. Co. and will operate it in my own name.—H. Altringer.

Fort Worth, Tex.—Grain dealers are interested in a bill that will soon be presented to the legislature, requesting that all telephone companies in the state be placed under the control of the state railroad com's'n. Sec'y Dorsey of the Texas Grain Dealers Ass'n says: "The effort to place these companies under the railroad com's'n comes as a response to the recent canceling of the night rates by the telephone companies and the raise in rates for calls of extreme long distances. The grain men are among the largest users of telephones in the state and the ruling that took away the privilege of using the telephones after 6 p. m. at a reduced rate is being keenly felt on their expense accounts."

Galveston, Tex.—The plans for the new elvtr. of the Sou. Pac. Ry. Co. to replace the "Sunset" Elvtr. burned Nov. 17, call for a reinforced concrete house on a concrete mattress over piling. The Ry. company will put in the piling and foundation, Jas. Stewart & Co. having been given the contract for the superstructure only. The elvtr. will have 48 tanks with a combined capacity of 674,000 bus. The tanks will be 98 ft. high and 15 ft. 4 ins. in diameter. There will be 35 intersticke bins and 22 bins in the warehouse, giving the total elvtr. capacity of 1,004,000 bus. The working house will be 96 ft. long and 47 ft. wide, equipped with the latest elvtr. machinery of all kinds. The cupola will be 187 ft. from the ground and a large track shed 96x74 ft. with room for 4 tracks will be built adjoining the elvtr. The house will be equipped to handle 336 cars of grain in 24 hours or 150 cars per day. The appliances will be operated by electricity with power from the Sou. Pac. power house. Silent chain drives, a telephone system, passenger elvtrs., an automatic dust-collecting system, automatic sprinklers, sacking appliances, power shovels for emptying cars and a system of electric signals to all parts of the building are some of the modern improvements embodied in the plans. The elvtr. will be very similar to the Girard Point Elvtr. recently completed at Philadelphia.

WASHINGTON

Pullman, Wash.—R. T. Lord, mgr. of the Seattle Grain Co. at Spokane, was elected pres. of the Washington State Grain Growers, Shippers & Miller's Ass'n at the recent convention in this city. Other officers elected are Houston McCroskey, Garfield, vice-pres.; Prof. E. G. Shafer of the state college, sec'y; H. S. McClure, of Garfield, treas. The new executive com'ite consists of C. E. Moody, of Lind; A. L. Rogers, of Waterville; A. Alexander, of Wilbur; B. F. Brewer, of Walla Walla; W. J. Jordan, of Lewiston; and J. M. Reid, of Pullman. The basing of the standardization of grain on a system of grading that will benefit alike the farmers, buyers and millers, instead of upon yield, gluten content, etc., as has been the practice, was one of the principal recommendations of the com'ite upon grain standardization. The committee was selected last year, J. M. Reid, of Pullman, being named chairman and given the privilege of selecting his com'ite. It asked to be continued and promised a more detailed report at the 1916 convention. The exporting and milling interests are represented on the com'ite by M. H. Housen, of Pomeroy, and the coast interests by Mr. Armstrong. The farmers selected by Mr. Reid are Houston McCroskey, of Garfield and N. D. Atkinson, of Waitsburg. Professor Robb represents the University of Idaho, Professor George A. Olson the state college of Washington and Professor Hyslop the Oregon Agricultural college. Chairman Reid was granted permission to add to this com'ite for the next year's work and named Pres. Lord. About 200 delegates were present at the convention.

WISCONSIN

Glendale, Wis.—The only elvtr. here is not in use now.—S. T. A.

Horicon, Wis.—J. F. Riege, mgr. for the Milwaukee Elvtr. Co., has received the appointment of under sheriff.

Algona, Wis.—The warehouses of Aug. Froemming & Son at this station and at Rio Creek, are closed.—L. Froemming.

Norwalk, Wis.—R. H. Zimmerman has bot an interest in the elvtr. of H. L. Veith. The house will now be operated as Veith & Zimmerman.

Algoma, Wis.—Paul Carah, of Houghton, Mich., has bot the grain business of Frank Froemming here and at Forrestville and Rio Creek.

Forestville, Wis.—The elvtr., formerly operated by Aug. Froemming & Son, is now operated by Frank Froemming.—L. Froemming.

Chilton, Wis.—We have installed a complete electric drive system, two generators and now operate the entire plant by electricity.—Chilton Malting Co.

Superior, Wis.—The state legislature will be asked to appropriate another \$150,000 for the erection of another terminal elvtr. at this point. It has already allowed \$50,000 for the purpose.

Milwaukee, Wis.—The directors of the Chamber of Commerce have issued an order excluding petty speculators from the gallery of the exchange. The order is intended to prevent dissemination of orders to brokers unless the outsiders hold a visitors ticket.

Rice Lake, Wis.—The E. Craite & Son Mig. Co. has completed a 25,000-bu. elvtr. The house is 36x48 ft. and 53 ft. high, the adjoining warehouse being 48x100 ft. on the ground. The equipment includes 6 grain and feed elvtrs., cleaner, corn crusher and sheller and Fairbanks scales.

SIX INDIANA boy champions in corn club work were Washington visitors this week and met the President and Secretary of Agriculture.

GRAIN AND FORAGE crops are discussed in Wis. Sta. Bull. 240, 1914, by R. A. Moore and E. J. Delwich. Mention is made of the breeding and selection of rye, wheat, soy beans and clover.

WILDROSE, N. D., the youngest city in the state, marketed 2,250,000 bus. of grain in 1914 and in an enthusiastic press bulletin states: "This is the largest amount of grain hauled to any primary market in the world."

AN EXHIBIT of identified grain seeds was held in room 7, Chicago Board of Trade, during the convention just closed. Samples of the various grains were shown by states and the exhibit was well attended thruout the week.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. I. & L. in Sup. 2 to 5613 quotes rates on grain from Chicago to eastern U. S. and Canadian points, effective Jan. 20.

Mo. Pac. in Sup. 5 to 1258-F quotes rates on grain and grain products from Ia., Kan., Mo. and Neb. stations, to western cities, effective Jan. 27.

C. I. & L. in Sup. 4 to 4957-A quotes rates on grain from Chicago to Baltimore, Boston, New York, Philadelphia and other eastern points, effective Jan. 20.

C. & N. W. in 15262-A quotes rates on grain and grain products from Council Bluffs, Ia., and Omaha, Neb., to points in Ind., Ky. and Ohio, effective February 8.

C. & N. W. in Sup. 26 to 14500-B quotes rates on grain, grain products and beans from stations on C. & N. W. Ry. to eastern and seaboard points, effective Jan. 20.

C. St. P. M. & O. in 4065 quotes a rate of 11½c on corn, oats, and rye and 14c on wheat and buckwheat from Minneapolis and St. Paul, Minn., to Champaign, Ill., effective Jan. 26.

C. I. & L. in 5806 quotes rates on corn, oats, wheat, rye and barley from stations on the C. I. & L. to Newport News, Va., also minimum weights on those products, effective Jan. 17.

M. C. in Sup. 2 to 99078-A quotes rates on grain and grain products from stations west of Detroit and St. Claire Rivers to eastern U. S. and Canadian basing points, effective Jan. 15.

C. I. & L. in 4755-A quotes rates on grain from Chicago to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in eastern states and Canada, effective Jan. 20.

C. I. & L. in Sup. 5 to 5591 quotes proportional rates on grain, grain products and by-products from Chicago, Ill., Hammond, Ind., and other points; to its stations, effective Jan. 25.

C. I. & L. in Sup. 3 to 449-L quotes rates on grain and grain products from stations on the C. I. & L. Ry., to Virginia common points, Hagerstown, Md., and other eastern points, effective Jan. 15.

C. I. & L. in Sup. 4 to 4756-A quotes rates on grain from Chicago and nearby points to Baltimore, Boston, Philadelphia, and other eastern points, via Indianapolis or Mitchell, Ind., effective Jan. 20.

M. C. in 816 quotes rates on bran, flax, barley, corn, oats and feeds from stations on the M. C. west of the Detroit and St. Claire Rivers to eastern U. S. and Canadian basing points, effective Jan. 15.

C. I. & L. in Sup. 6 to 4058-A quotes rates on grain products from Chicago to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in eastern states and Canada, effective Jan. 20.

C. I. & L. in Sup. 2 to 5614 quotes rates on grain and grain products from Chicago and adjacent territory to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh, and other eastern points, effective Jan. 20.

C. & N. W. in 7242-O quotes rates on wheat, corn, oats and barley from Council Bluffs, Missouri Valley, Ia., South Omaha and Omaha, Neb., to New Orleans, La., for export to European ports only, effective Feb. 13.

C. R. I. & P. in Sup. 10 to 28,675-B quotes rates on grain, grain products, seeds and broom corn from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph and St. Louis, Mo., to stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective Jan. 6.

C. I. & L. in Sup. 1 to 5577 quotes rates on grain from stations on the C. I. & L. and Wabash Rys., to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh, and other eastern and Canadian points, effective Jan. 15.

C. I. & L. in Sup. 2 to 5612 quotes rates on grain and grain products from stations on the C. I. & L. and Wabash Rys., to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other eastern points, effective Jan. 15.

C. I. & L. in 5829 quotes rates on grain and grain by-products from stations on the C. I. & L. Ry. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other eastern, Virginian and western termini points, effective Jan. 15.

C. I. & L. in Sup. 2 to 5581 quotes rates on grain and grain products from stations on the C. I. & L. Ry. to New York, Philadelphia, Boston, Baltimore, and other eastern points via Central States Dispatch Fast Freight Line and the Monon-Continental Line, effective Jan. 15.

M. & St. L. in Sup. 12 to 1650-A quotes rates on wheat, corn, oats, rye and barley (when milled, cleaned, blended, mixed and shelled in transit) from its stations in Ia., Minn. and S. D., to St. Louis, Mo., Milwaukee, Wis., Chicago, Peoria, Ill., and other stations, effective Jan. 24.

C. R. I. & P. in Sup. 14 to 13,207-F quotes rates on grain and seeds in carloads from Kansas City, St. Joseph, Mo., Armourdale, Kansas City, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha and So. Omaha, Neb., to stations in Ill., Ia., and Wis., on connecting lines, effective Feb. 12.

Big Four, in 6567 makes allowances of ¼c per bu. on grain elevated, weighed or transferred if due to loss thru bad order of car, to secure heavier loading, to release cars which owners will not allow to run thru; when condition of cars is such as to call for transfer to protect railroad from loss; to secure weight of grain not previously officially weighed; when required by state laws of inspection; when transfer is required by Board of Trade rules; to obtain weights for billing purposes; and on grain handled under grain transit rules provided that where a second transit privilege is availed of no elevation allowance will be paid in connection with the second transfer, effective Feb. 3.

Souvenirs and Calendars Received.

As for years gone by, The Sneath-Cunningham Co., of Tiffin, O., is sending out the premier calendar of the season, the latest calendar being decorated with an attractive reproduction of a painting of "Louise."

I. L. Radwaner of New York is sending out a spun brass desk calendar, holder with monthly calendar pads, which will be most welcome to any man's desk.

The Moore-Lawless Grain Co., of Kansas City, Mo., is favoring its friends with a large daily calendar pad, which can easily be seen clear across the office.

The McCord & Kelly Co., Columbus, O., is sending out a large wall calendar decorated with a most excellent up-to-date map of the U. S. and its neighbors.

M. L. Vehon & Co., Chicago, are sending the trade a nickel plated magazine pencil, with holder, so as to prevent its early loss from pocket.

The largest calendar of the season comes from the B. Strong Grain & Coal Co., Conway Springs, Kans., decorated with a reproduction of the famous painting entitled "Alone."

REPRESENTATIVE FARR introduced a resolution into the House on Jan. 10 calling for information as to foodstuff exports and wheat prices to determine if a shortage of food threatens the country.

A Large HESS DRIER,

of the latest type, will be installed by us at once, for James Richardson & Sons, Kingston, Ontario, Canada, to dry grain, and especially salvage grain.

This contract comes to us, as many others have come, after an investigation of various driers, extending through several weeks.

We court careful examination and inquiry into the operation of our driers, for those who acquaint themselves with the merits of ALL driers invariably buy the HESS.

GET POSTED ON ALL DRIERS; it may save you an expensive mistake.

Hess Warming & Ventilating Co.
907 Tacoma Building,
CHICAGO

The GRAIN DEALERS JOURNAL.

Grain Carriers

STEAMER DAVOCK has loaded 350,000 bus. of oats at Duluth, the first cargo loaded for winter storage since the closing of navigation.

OVER 7,000 CARS of grain, mostly wheat, are being held in railroad yards at New York City and Jersey City owing to lack of available ships.

MANY VESSELS are being used for winter storage in the Lake Michigan trade, while only two are loaded at Duluth. All will operate under the new B/L.

CANADIAN RAILROADS are preparing to ask the Board of Railway Com's'ers for authority to make a general 5% advance in freight rates east of the Great Lakes.

GRAIN shipped from Chicago all-rail for the week ending Jan. 16 amounted to 9,582,000 bus., breaking all records. The total for the two weeks ending Jan. 16 is approximately 18,000,000 bus.

THE FIRST SHIPMENT of Idaho wheat over the Oregon Short Line for export was made recently, and consisted of 11 carloads consigned to the Atlantic seaboard via the Panama canal.

VESSELS added to American registry since enforcement of the act of Aug. 18, 1914, and prior to Jan. 16, 1915, number 112, with a gross tonnage of 402,284. These vessels are 11 foreign built.

CAVERS-STURTEVANT Co., Omaha, Neb., has filed complaint with the Interstate Commerce Com's'n against cancellation of thru rates on grain to stations in Kansas, Oklahoma and other states.—P.

BRITISH STEAMER PENARTH, with a cargo of maize consigned to Hull, struck the Sheringham Shoals in a heavy gale on Jan. 18 and went down with 21 of her crew. The steamer is a total wreck.

FIVE VESSELS have been chartered at Chicago to carry grain under the new Lake Carriers B/L. Offerings of tonnage are light and it is expected all boats on the market will be placed before Feb. 1.

HOOSIER GRAIN Co., Indianapolis, Ind., has been awarded judgment for \$80 against the Lake Erie Ry., for loss sustained on a carload of wheat delayed in transit from Indianapolis to Cincinnati.

THE PHILADELPHIA Commercial Exchange has complained to the Interstate Commerce Com's'n against the diversion charge of \$2 per car imposed by railroads in the trunk line territory on grain and feed.

EIGHTY VESSELS are tied up at the Buffalo breakwater, each loaded with grain for winter storage. Western Elevating Ass'n officials state that much of this grain will be shipped all-rail during February.

L. & N. Ry. Co. has been instructed by the U. S. Supreme Court to provide lower rates on grain to Kentucky distilleries and to make reparation of \$100,000 collected in excess of a reasonable rate from the distillers.

BALTIC RATES from New York have been advanced to 65c per 100 lbs. on the Scandinavian-American Line, while the Norwegian-American Line is quoting 60c to Norwegian points only with no space available until March. Wilson Line wants 70c to Norway. These rates are partly responsible for the formation of a new line of steamers to ply between New York and Scandinavian countries.

BRITISH STEAMER Wellbeck Hall is reported to have met with an accident 300 miles off Fastnet. The steamer is practically new, and carried a cargo of 459,000 bus. oats from Baltimore consigned to London, England.

FREIGHT CLAIM AGENT of the C. & N. W. Ry. states where an allowance of $\frac{1}{4}$ or $\frac{1}{8}$ of 1% has been deducted on grain claims that have been paid, the company will now make an additional refund covering the deduction.

WESTERN RAILWAYS have appointed 5 attorneys to prepare an application to be presented to the Interstate Commerce Com's'n, seeking authority to increase freight rates 5%, hearing to begin at Chicago Feb. 15, before Com's'ner Daniels.

PENNSYLVANIA and I. C. Rys. are making inquiries for price on 10,000 freight cars soon to be purchased. Other lines, including the B. & O. and A. T. & S. F., have placed orders for 4,050 since Jan. 1, besides 250,000 tons of rails and spikes.

INTERSTATE COMMERCE Com's'n has dismissed the complaint of the Kansas City Board of Trade against proportionate rates from Kansas City to Memphis on wheat and wheat products, finding no evidence of unreasonableness or discrimination.

OKLAHOMA MILLERS and the Traffic Ass'n of that state have filed a brief with the Interstate Commerce Com's'n in the investigation of grain rates to Kansas and Oklahoma points, attacking the proposed advances on grain by the M. & St. L. and C. R. I. & P. Rys.—P.

THE L. & N. Ry. has applied to the federal court for permission to readjust rates, claiming that its present rates to Lebanon, Lebanon Junction and Junction City, Ky., have caused \$3,000 loss. This permission was recently refused by the Interstate Commerce Com's'n.

TRAP CAR, tunnel and lighterage charges will be argued before the state public utilities com's'n at Chicago beginning Jan. 27, by representatives of the railroads and shippers. The "spotting charge" on interstate business will be heard before the Interstate Commerce Com's'n on Jan. 26.

FLANLEY GRAIN Co., Iowa-Dakota Grain Co., and the King Elvtr. Co., Sioux City, Ia., have brot suit against the I. C. Ry., asking reparation of over \$1,000, paid in freight rates on corn from points in Missouri, Kansas, Iowa and Arkansas to Council Bluffs. Lower rates are also sought.

STEAMSHIP COMPANIES, in commenting upon the apparent scarcity of vessels, are calling attention to many vessels lying at the Tilbury docks, London, unable to discharge owing to poor railroad facilities. A total of 56 boats is reported detained at London for this reason, and Genoa is harboring 54.

C. G. PERRY, examiner at Minneapolis for the Interstate Commerce Com's'n, heard arguments recently on the milling in transit rate restoration. The Melrose Milling Co., Huron Milling Co., and Liderwood Milling Co., ask that the G. N. and C. & N. W. Rys. be compelled to restore the privilege.

DEMURRAGE on grain in the port of Galveston is still a matter of contention between shippers and the railroads, nothing being accomplished at the recent meeting, held in the hope of finding a solution. It was decided to hold another conference in the near future. The amount of demurrage in question is \$125,000, shippers claiming that owing to local conditions it is unjust to ask this amount.

INTERSTATE COMMERCE Com's'n will conduct a hearing at Kansas City on Jan. 27 inquiring into the proposed cancellation of elevator allowances on grain from Kansas City and other terminal markets, destined to southwestern points.

AN EMBARGO has been placed on grain to Baltimore for export, by the B. & O. and Penn. Rys., in an endeavor to prevent further congestion of their tracks. For several months the port has been doing an enormous grain export business and the receipts of grain from the west have been almost without precedent.

THE LARABEE Flour Mills Co., Hutchinson, Kan., is about to collect \$89 of disputed demurrage charges from the Missouri Pacific Ry. The suit has been in litigation more than 8 years, and the company has spent over \$20,000 in trying to force collection, the United States Supreme Court finally deciding in favor of the plaintiff.

INTERSTATE COMMERCE Com's'n has fixed the following rates on domestic grain from Central Freight Ass'n territory: To Baltimore, Newport News and Norfolk, 3c under New York; Boston, 2c over New York; Philadelphia, 2c under New York. For export to Baltimore, 1½c under New York; Boston, same as New York; Philadelphia, 1c under New York.—P.

USE of Santa Fe cars for storage of wheat accounts in a measure for the shortage of grain cars on that road, officials stating that hundreds of cars have been held in the vicinity of Hutchinson, Kan., for as long as 60 days. While the demurrage paid for each car has been \$60 or less, the contents has increased in value from 70c per bu. to over \$1.25.

RESOLUTION was introduced in the Senate on Jan. 11 by Senator La Follette of Wisconsin, seeking to prevent the railroads from enjoying the increases in freight rates granted by the Interstate Commerce Com's'n in decisions of July 29 and Dec. 16, 1914. This is the first step of the anti-railroad senators in their fight to prevent western railroads obtaining the increases sought.

THE GALVESTON embargo, in effect for 6 weeks, was lifted Jan. 13. As this is the 4th embargo of the Santa Fe at Galveston since the burning of the Sunset elevator, the trade is not greatly encouraged by the move, fearing that the 5th embargo will shortly be placed. Over 2,500 cars of wheat are still on track just outside of Galveston and these will be rushed into the port as fast as vessels are obtained.

PLACING OF EMBARGOES on grain to prevent congestion at internal shipping points is to be investigated by Com's'ner Daniels, who is now working at Chicago in an endeavor to solve the high cost of wheat. Railroad men do not believe their basic right to declare such embargoes will be questioned, the nature of the investigation being rather to determine the difference between embargoes on the coasts and internal points.

E. J. GRIMES, one of the Milwaukee representatives at the recent Detroit meeting of shippers and vessel men says, in commenting upon the meeting, that occasionally the spout passing grain to a vessel becomes disconnected. This permits much grain to be dumped into the water, and is naturally the fault of the vessel men. In some instances, he said, wet and damaged grain has been shoveled overboard rather than have the injury come to the knowledge of those in charge of the grain.

COMPLAINTS of the St. Louis Merchants Exchange and the Southwestern Missouri Millers Club, involving discrimination between state and interstate rates on grain from Missouri stations to St. Louis and E. St. Louis, have been argued before the Interstate Commerce Com's'n. The solution of the problem rests now with the Com's'n, and its report is shortly expected.

THE NEW CLAUSE in the B/L used by members of the Lake Carriers Ass'n reads: "The vessels shall make no claim for any overrun in the outturn of cargo, and assumes no responsibility for shortage, but shall allow a fixed amount of $\frac{1}{4}$ bu. per 1,000 bus. as tare, to be deducted from the freight. All grain on board is to be delivered and freight is to be collected on actual outturn. Where two or more shipments are carried in the same compartment of the vessel, the shortage, if any, resulting upon unloading the last of these, shall be borne pro rata by the shippers. This clause is to form a part of the attached B/L and is to supersede anything to the contrary contained therein."

THE FOLLOWING REFUNDS for over-charges on grain shipments, have been ordered by the Interstate Commerce Com's'n: A. T. & S. F. to Newton & Harding, \$57, on oats from Oklahoma to Texas; C. S. P. M. & O. to St. Anthony & Dakota Elvtr. Co., Minneapolis, \$13 on oats from Minneapolis to Big Falls, Wis.; G. N. to Gould Grain Co., Minneapolis, \$11, on corn from Cottonwood to Willmar, Minn.; Lehigh Valley to J. B. Yeager & Co., Wilkes Barre, Pa., \$67 on corn from New York to Pennsylvania. Erie, to Studebaker Grain & Seed Co., Bluffton, Ind., \$12, corn from Indiana to New York. I. C. to Fields & Slaughter Co., Sioux City, Ia., \$24, corn from Iowa to Missouri.—P.

THE MINNESOTA Railroad and Warehouse Com's'n, in deciding the "Minneapolis switching case", has ordered the elimination of switching charges to industries on Minneapolis Eastern, Minneapolis Western and the Railway Transfer Cos., on cars arriving over respective lines owning these terminal companies, or going from terminal to parent companies. The Com's'n reaffirmed that the Minnesota Transfer Ry. is part of the terminals of each of 9 roads that own it jointly and is a station on the line of each company. The petition that Minneapolis, St. Paul, S. St. Paul, Hopkins, and Minnesota Transfer be considered one point was refused by the Com's'n; also the petition asking the elimination of switching and reconsigning charges.

DISTRICT ATTORNEY CLYNE at Chicago reports that his investigation as to a reason for the high price of wheat has resulted in obtaining the names of a clique of men, wealthy enough to wait a long time for profit, who have shipped to seaboard points large quantities of unsold wheat. This wheat will all be checked up, Mr. Clyne states, to find if it was simply moved in an attempt to inflate prices.

GOVERNMENT AGENTS now investigating the high price of beef are expected to assist District Attorney C. F. Clyne in his endeavor to find a cause for the high price of wheat, and many months will be required to gather evidence for the federal grand jury. Much time will be saved the government if, instead of first investigating the terminal markets, it will send its corps of men to the farms, where large quantities of wheat are being held for "high" prices.

Supply Trade

Breathes there a man with soul so dead
Who never to himself has said,
"My trade of late is getting bad,
I'll try another ten-inch ad?"

NEW YORK CITY.—The lifting of the British embargo on crude rubber caused a decline in the price here.

The Northwestern Automatic Scale Co. expects to begin making deliveries on its accumulated orders about May 1st.

GALVESTON, TEX.—The contract for the drier for the new Sunset Elevator has been let to the Ellis Drier Co., Chicago.

ST. LOUIS, Mo.—Jos. F. Wangler, pres. of the Jos. F. Wangler Boiler & Sheet Iron Works Co., died suddenly Jan. 9 of heart failure.

BEATRICE, NEBR.—R. H. Yale, who for the past twenty-four years has been connected with the Dempster Mill Mfg. Co., has resigned to give his entire attention to personal interests.

MARO, ILL.—The Maro Mfg. Co. has ready for mailing a very attractive catalog descriptive of its Boss and King car loaders. Upon request this catalog will be sent to Journal readers.

PLANO, ILL.—J. W. Zollars, formerly with the Deering Harvester Co., and later with the Acme Harvesting Machine Co., has been appointed manager of sales for the Independent Harvester Co.

KANSAS CITY Mo.—The firm name of the Lehrack Const. Co. has been changed to the Lehrack Contracting and Engineering Co. J. H. Sherman, construction engineer, has been taken into the company.

CHICAGO, ILL.—The Winters-Coleman Scale Co. has moved its office from 20 W. Jackson Blvd. to 554 Insurance Exchange. This office will be in charge of H. D. Ridge, formerly manager of the Fairbanks, Morse & Co. Cleveland office.

FARMERS are satisfied with prices and are turning corn loose freely. Hog receipts are phenomenal and indicate possibilities of reduced farm consumption. High priced corn and hog cholera are the moving influences. Country dealers have contracted much corn above 60c and can contract more, but are unable to find an outlet for the corn. Eastern buyers are indifferent and exporters will take it only on bargain basis, and then in small quantities.—W. H. Perrine & Co.

WITH cash No. 3 corn selling at 6½ under the May and so poor a demand from all consumptive channels, speculators must carry the burden, as they are doing. We believe eventually prices must react to a supply and demand basis, either by a demand arising from domestic or export sources to bring cash from its present discount to an equality or by futures declining to a proper basis as compared with cash corn prices. We look for the latter to occur.—W. H. Perrine & Co.

OATS are being bot for export on a liberal scale and the volume of domestic business also has shown gratifying improvement. Aside from occasional recessions, after sharp advances prices are gradually working higher and more in keeping with the advancing tendency of other markets. The movement still keeps liberal, especially from Illinois points, while advices from other sections indicate that the time is approaching when supplies from first hands will be sparingly offered.—L. W. Forbell & Co.

Grain Dealers Can Easily Gain \$5,000 a Year

Says a Big Nebraska Grain Firm

In a letter to a grain firm in a neighboring city, the well-known grain and elevator firm, Elliott & Meyers, of Superior, Nebraska, writes this enthusiastic way about making money with the "Midget" Marvel Roller Flour mill.



Elevator and Mill Plant of Elliott & Myers, Superior, Neb.

Superior, Neb., Jan. 9, 1915.
"There's nothing in our opinion that would give you more satisfaction and profit than the installation of a 'Midget' Marvel flour mill. Better still, you can get a market for all the flour you can produce."

Can Easily Make Gain of \$5,000 a Year

"With a 50 barrel 'Midget' Marvel plant, and at the same time, save your farmers as much as you make on flour."

"With the 'Midget' Marvel you can absolutely dictate the prices to your competition. Write grocers here and at nearby towns and hear what they have paid for flour within the last six months and see for yourself."

"The big merchant millers can't afford to pay freight to and fro and give us 'little' fellows any trouble. It certainly will pay you to compare the 'Midget' Marvel flour with the flour of the big mills."

So write scores of others about the "Midget" Marvel mill. We want to send you their letters. We also want to send you our interesting free book, "The Story of a Wonderful Flour Mill," so you can see for yourself what a good money-making proposition it is.

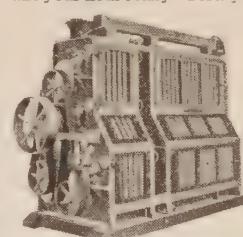
You, as a grain dealer, may have always thought that the milling business required a great deal of capital; that it needed a great big three-story building with a big power plant to run it. Not so! You can build a "lean-to" to your elevator, as many others have done, or possibly install it in the elevator itself, and run it on your waste power. It's an established fact that the grain dealer can start a "Midget" milling business in connection with his elevator with about half as much capital as a man beginning new in the business.

The only trouble is that we cannot tell you all about this mill in so small a space. But briefly, the "Midget" Marvel is a self-contained flour mill—a mill that will make your flour really "best."

This is a real red-blooded opening for a red-blooded man; for a man who wants to increase profits and monopolize business in his community. It's an ideal chance for the live manager of a Farmers' Elevator Company to increase his own efficiency and the dividends of the business. Every progressive small town will have one of these mills. The wideawake man gets it. Are you he? Then write for this "Story of a Wonderful Flour Mill" today.

ANGLO-AMERICAN MILL CO., Inc.

435 Trust Bldg. Owensboro, Ky.



Supreme Court Decisions

Landlord's Lien.—In an action to recover the price of corn sold by plaintiff's son, who had been a tenant on plaintiff's farm, where it appeared that the plaintiff had so mixed his accounts as to the rent for that time with other items, for which he could have no lien, that they could not be separated, he would be held to have waived his alleged landlord's lien.—*Hegarty v. Maudsley*. Supreme Court of Iowa. 150 N. W. 4.

Commission Merchant Can Not Sell to Himself.—The general rule that an agent, to sell property, may not sell it to himself is one of public policy, to prevent the interest of the agent from conflicting with his duty to his principal, and applies in any case where the agent's loyalty is liable to be affected by his selfish interest, even though no fraud is practiced.—*Hutton v. Sherrard*. Supreme Court of Michigan. 150 N. W. 135.

Carrier Liable for Delivery Without Surrender of B/L.—Where goods consigned to order of another with a provision requiring surrender of the B/L before delivery were delivered by the carrier upon order of the consignee without requiring such surrender, the carrier is liable to the shipper for the amount of the draft attached to the B/L which the shipper was thereby prevented from collecting, the requirement for the surrender of the B/L not being for the sole protection of the carrier, but for that of the shipper as well, so that the carrier had no right to waive it.—*Turnbull v. Mich. Cent. R. Co.* Supreme Court of Michigan. 150 N. W. 132.

Milling In Transit.—Shippers are not entitled, as a matter of right, to mill grain in transit and forward the milled product under the thru rate in force on the grain from the point of origin to the place of ultimate destination, since "milling in transit" is a special privilege allowable at certain designated points, whereby the carrier, having transported grain to a shipper's mill, agrees that the shipper may reship the meal without charge to certain designated points, and for which extra compensation is usually exacted by interstate carriers under the control and direction of the Interstate Commerce Commission.—*Priebe v. Southern Ry. Co.* Supreme Court of Alabama. 66 South. 573.

Federal Employers' Liability Act.—The Federal Employers' Liability Act in the field covered by it supersedes all state statutes, since, as to matters within the scope of the federal power, legislation by Congress is supreme; but, so long as Congress did not act as to liability for injuries to railroad employees while engaged in interstate commerce, state legislation on that subject, being within the police power, was valid, but the federal act, not undertaking to affect the force of a state statute in its proper sphere, leaves such statute supreme as to intrastate commerce.—*Corbett v. Boston & Maine R. Co.* Supreme Judicial Court of Massachusetts. 107 N. E. 60.

Injury to Shipper Moving Car.—Plaintiff, while about to load a car standing on defendant's side track with lumber, with the acquiescence of defendant's depot agent started to move it to a more convenient place with a pinch bar, and as he was in the act of putting a chock under the wheels to stop it, it struck a torpedo placed on the rail, and plaintiff was injured by the explosion. Held, that the presence of the torpedo on the rail was insufficient to justify an inference that it was placed there by one of defendant's employees in the performance of duties intrusted to him by defendant; especially as it appeared that such siding was used with another railroad company as an exchange track, and hence such facts were insufficient to show actionable negligence on defendant's part.—*Howell v. Southern Ry. Co.* Supreme Court of Alabama. 66 South. 633.

Wrongful Delivery on Order B/L.—Where a buyer obtained from a carrier with its consent article shipped by the seller to himself with directions to notify the buyer, and no demand was made for a return thereof, and possession was not obtained on a promise to pay the charges on it, he was not liable for conversion, and the carrier could not pay a draft drawn by the seller and make the buyer liable therefor.—*San Antonio & A. P. Ry. Co. v. Smith*. Court of Civil Appeals of Texas. 171 S. W. 282.

Landlord's Lien Not Assignable.—Tho a landlord is entitled to a lien on the crops grown on the rented premises for his rent and advancements in money or other valuable thing furnished to the tenant, either directly or indirectly through another at his instance and request for which the landlord is legally bound either before or at the time the advances are made as provided by Code 1907, §§ 4734, 4736, such lien is not assignable so as to vest in another a lien on the crops grown by the tenant.—*Whaley v. Bright*. Supreme Court of Alabama. 66 South. 644.

Embargo.—Where the car service rules provided that cars, stopped in transit or held by orders of shippers, should be subject to car service charges 48 hours after arrival at point of stoppage, that cars for unloading should be considered placed when held awaiting orders, and that delivery of cars to private tracks is made when the cars have been placed on the designated tracks, or, if the tracks be full, when the road would have made delivery had the condition of the tracks permitted, a carrier is entitled to car service charges upon cars to be delivered on a private track, which, because of the crowded condition of the track and of the yards at destination, were carried beyond to another point, and there held until they could be placed on the private track. An embargo, placed by a carrier, at the request of a consignee, upon the furnishing of cars to be loaded for shipment to that consignee, is a special privilege, contrary both to St. 1913, §§ 1797—4, 1797—10, 1797—22, 1797—24, and Hepburn Act June 29, 1906, c. 3591, 34 Stat. 584.—*C. & N.-W. Ry. Co. v. Menasha Paper Co.* Supreme Court of Wisconsin. 149 N. W. 751.

Discrimination in Transit Privileges.—Complainant at Knoxville manufactured a saccharine feed consisting of 50 per cent oats and corn, 26 per cent molasses, 10 per cent cotton seed meal, 10 per cent corn shive, and 4 per cent salt. The corn and oats were shipped from points north of the Ohio river through Cincinnati and Louisville, and the other ingredients, except the salt, from points in the south. The feed was shipped from Knoxville to points east and south, and by an agreement with defendant complainant was allowed a milling in transit privilege, by which the feed was shipped out on the through rates applying to the corn and oats. Since these grains composed only half of the feed, complainant at first was compelled to sell locally one-half of the corn and oats shipped in, but, this being inconvenient, it was later arranged that complainant should be permitted to ship out double the quantity of feed as compared with the corn and oats shipped in. Complainant paid the inbound local rates on the article entering into the product and the outbound proportional rates on the feed and, under the arbitrary calculations, was afterwards reimbursed in the form of refunds on the hypothesis that the ingredients were all transit articles like the corn and oats, and so entitled, when milled, to the transit rate. Held, that such agreement violated Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1913, § 8564]) § 2, prohibiting rebates, sections 6, 10, as amended by Act, March 12, 1889, c. 382, §§ 1, 2, 25 Stat. 855, 856 (sections 8569, 8574), forbidding the collection or receipt of less compensation for transportation of property than is specified in published schedules of rates, and Elkins Act Feb. 19, 1903, c. 708, 32 Stat. 847 (sections 8597-8599), prohibiting concessions, rebates, etc.—*Lewis, Leonhardt & Co. v. Southern Ry. Co.* U. S. Circuit Court of Appeals. 217 Fed. 321.

Negotiability of B/L.—A "B/L" stands as a substitute, and represents the goods described therein, and, although not a negotiable instrument in the full sense in which that term is applied to bills and notes, the transfer of the bill passes to the transferee the transferee's title to the goods described.—*St. L. & S. F. R. Co. v. Mounts*. Supreme Court of Oklahoma. 144 Pac. 1036.

Garnishment of Proceeds of Draft.—Where a draft, with a B/L attached, is delivered to the bank in whose favor it is drawn, which forwards it to a correspondent for collection, and gives immediate credit to the depositor, the proceeds, while in the hands of the correspondent bank, are to be regarded as belonging to the payee named in the draft, as against a creditor of the depositor who attempts to reach them by garnishment, after the account, as increased by the deposit, has been overdrawn, and this notwithstanding the practice of the first-named bank to charge its depositor with the interest on such items from the time of giving credit until the proceeds were actually received, and to charge back their amount in the event of nonpayment, and notwithstanding that a serial number was placed on said draft by the original bank in sending it out for collection, and that a witness testified to a general practice of bankers to place such numbers upon items received for collection, but not upon those accepted as cash.—*Scott v. W. H. McIntyre Co.* Supreme Court of Kansas. 144 Pac. 1002.

Shipper's Duty to Furnish Weights

Stockdale & Dietz Co., Estherville, Ia., plaintiff, v. T. P. Gordon Commission Co., St. Joseph, Mo., defendant, before the Arbitration Com'ite of the Grain Dealers National Ass'n.

On a contract for 10,000 bus. corn for shipment in 15 days defendant in confirmation requested shipper to "Mail us an invoice on the enclosed postal cards of the weights, the car numbers and initials, and the kind of grain the day you ship."

Invoices were furnished for six of the 7 cars shipped, with actual or estimated weights; but one car invoiced at 60,000 lbs. was diverted by defendant to Jamestown, Mo., and invoiced to its customer on the same basis.

Defendant rendered account sales to plaintiffs at 60,000 lbs. and plaintiff immediately objected to same, claiming it had loaded 64,120 lbs. of corn in this car. Defendant then offered to try to recover the difference from its customer, but was not successful in doing so. It did, however, discover the fact that its customer had unloaded, according to his affidavit weights, 1,025 lbs. more than he had paid for, also that the same customer claimed a shortage of 630 lbs. on another car which had been handled on this contract and settled for on the basis of shippers' weights, and all that defendant could recover was 395 lbs. of corn, the difference between the shortage on the one car and overrun on the other; this amount it credited to plaintiff account.

It is the opinion of this com'ite that under the terms of the contract it was plaintiff's duty to furnish actual weights on all cars without defendant having to ask for them, and that because they did not furnish actual weights on car 51258 until after they had received account sales on same, it is responsible for the loss that occurred on that car. But we do not believe the defendant or its customer had the right to deduct the claimed shortage of 630 lbs. on car 33047 from the overrun of 1,025 lbs. on car 51258 because shipper's weights were furnished on car 33047 as per terms of the contract and settlement should be made accordingly. We also believe that car 51258 should be settled for on full overrun weights, or 61,025 lbs.

Therefore, our ruling is that T. P. Gordon Commission Co. pay Stockdale & Dietz Co. for 630 lbs. of corn at 64 cts. per bus., less freight of 17½c per one hundred lbs., which amounts to \$6.10, and that Stockdale & Dietz Co. pay the cost of this arbitration.

E. M. COMBS,
ELMER HUTCHINSON,
L. W. GIFFORD,

Com'ite.

Patents Granted

Bag Holder. No. 1,125,286. (See cut.) Eli D. Flinchbaugh, York, Pa. Inner and outer annular clamping jaws comprise a bag holder, the outer jaw being provided with an opening. A guard projects from the outer jaw bridging the opening, and means are provided for supporting the jaws.

Conveyor Pipe and Spout. No. 1,124,259. (See cut.) Amos Henry Baysore, Canton S. D. A conveyor spout is provided with a plurality of sections, each section comprising a ring, and a conical shell. The shells engage thru lugs on rings and means are provided for holding the sections in operating relation.

Recorder for Weighing Machines. No. 1,125,710. (See cut.) Hilary Quartier, Wellington, New Zealand. A pivoted arm operates in connection with a weighing machine, carrying tape and means for feeding a tape across the face of the type parallel to the plane of the movement of the arm. An operative connection is provided between the feeding means and the arm.

Bag Filling Machine. No. 1,124,459. (See cut.) Geo. R. King, West New Brighton, and Samuel W. Fancher, New Brighton, N. Y., assignors to J. B. King & Co., New York. A turntable with a series of flat top filling funnels is attached to a bag filling machine and means are provided for attaching sacks under funnels. A flat bottom feeding chute is supported over one edge of the turntable to fit the tops of the funnels and a driving shaft with detachable clutch is connected to the turntable. A latch, controlled by the operator, stops the turntable when one of the funnels is beneath the chute.

Seed Grader. No. 1,125,604. (See cut.) Ralph W. Tipton, Indianola, Ia. A hopper above the forward end of a casing delivers grain to the interior of the casing and a series of parallel screens are inclined downwardly from the hopper to the other end of the machine. Perforations in screens vary in size, the upper series having the largest holes. Another screen is arranged to receive the grain from delivery end of the casing and inclined downwardly and forwardly while another extends downwardly and rearwardly. Below the series of screens is one arranged beneath the delivery end of the lowest screen and arranged parallel to it, extending from the center of the casing to the downwardly extending screen.

Process of Making Animal Food. No. 1,124,831. (See cut.) Paul Altenfeld, New York, N. Y. The process consists of mixing a quantity of ground grain with water and yeast to form a dough which is permitted to ferment after which a quantity of ground grain and a portion of molasses is added. The new mixture is permitted to ferment, the dough divided into small particles, and dried.

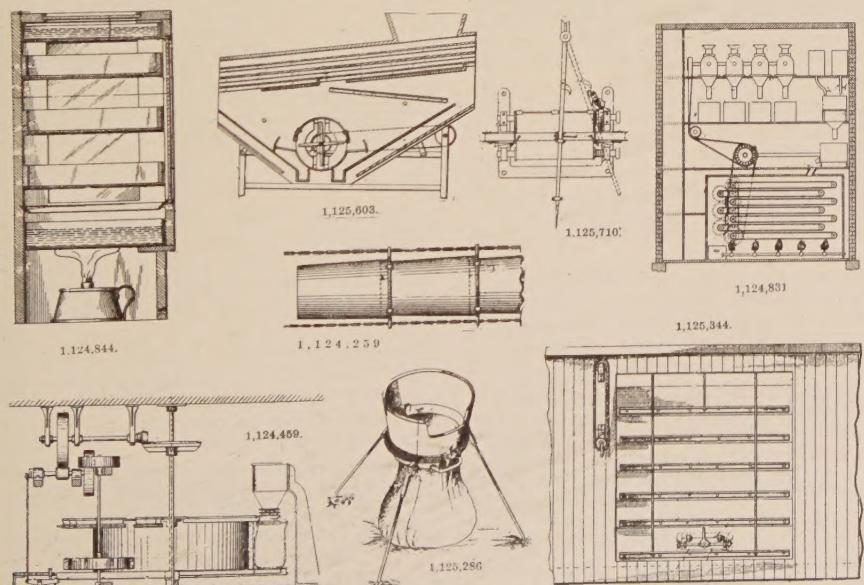
Grain Car Door. No. 1,125,344. (See cut.) Charles W. F. Koch and Ulysses G. Shuler, Decatur, Ill. A door is slidably mounted against the inner face of the car at an opening, the door being composed of a series of hinged connected panels, and reinforced to gradually decrease in width from bottom to top of door. An operating device is arranged within the door opening, and flexible elements are carried by the operating device and connected with the reinforcing members.

Apparatus for Sprouting Grain. No. 1,124,844. (See cut.) George R. Boyer, Lansdale, Pa. A rectangular casing having back and sides provided with windows and a front door hinged to one of the sides, door also having a window, is fitted on the interior with perforated trays. A tank in the lower section of the casing is provided with water, the vapor from which may pass upward thru the perforations and commingle with the contents of the trays. An inclined plane below the bottom tray is adapted to direct any dropping water into the tank.

GOVERNMENT OFFICIALS at Baltimore have held up 16 cars of oats alleging they were adulterated, containing a mixture of barley.

RESULTS of variety tests with buckwheat are discussed by H. G. Mundy in Rhodesia Agr. Jour. 11, 1914, who experimented with 6 selections of that grain in which the yield ranged from 664 to 2,048 lbs. to the acre.

A PERSON who negotiates purchases or sales on commission exclusively for certain firms or persons with whom he is under contract is regarded as an agent for such persons or firms, and does not incur special tax liability as a commercial broker. However, if he is engaged in the business of negotiating on a commission basis, purchases or sales of goods, wares, produce or merchandise for any and all applicants, then the special tax liability as commercial broker is incurred. The principle involved applies with equal force to the doing of business as commission merchants.—W. H. Osborn, Com's'ner, Treasury Dep't.



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The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

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Grain Dealers Journal
315 South La Salle Street,
CHICAGO, ILL.

The GRAIN DEALERS JOURNAL.

Causes of Elevator Fires.

Statistics carefully compiled by the Grain Dealers National Mutual Fire Ins. Co., on fires occurring in grain elevators during the past twelve years, show some exceedingly interesting facts worthy of careful consideration by every elevator owner. 232 of the 538 fires reported were traceable directly to locomotive sparks and lightning, yet some grain dealers persist in building elevators without covering them with iron or protecting them with lightning rods. Losses traceable to these two causes aggregated over \$212,000, so if these two hazards had been eliminated, the policy holders of this company alone would have been saved almost 25% of the amount paid out by their company for fire losses.

A perusal of the figures will help any elevator owner to learn what are common causes of elevator fires. Their study should assist many in reducing the hazards of their property, the number of elevator fires and the cost of their insurance.

The following facts regarding the causes of elevator fires should be re-read at least every month by men about the elevator, until they can repeat the whole statement backwards, and feel confident they are not helping to increase the number of fires due to any of these causes:

CAUSES OF FIRES FOR TWELVE YEARS.

	No.	Per cent.	Loss paid.
Locomotive sparks	80	14.87	\$141,287.60
Lightning	152	28.25	71,002.91
Friction	59	10.97	135,927.54
Origin in power and cob house	38	7.06	93,830.36
Outside exposure	59	10.97	61,976.62
Supposed incendiary	13	2.42	43,217.83
Unknown	61	11.34	171,583.19
Spontaneous combustion	25	4.65	65,833.57
Tramps	9	1.67	22,458.89
Exhaust pipe	5	.93	4,603.42
Leaky supply pipe	5	.93	34.85
Defective wiring	2	.37	5,507.27
Overheated stove, defective chimney and pipes	13	2.41	22,818.05
Miscellaneous (less than 1% each)	17	3.16	19,687.57
Totals	538	100.00	\$859,769.67

CAUSES OF FIRES FOR 1914.

	No.	Loss paid.
Locomotive sparks	6	\$ 10,691.62
Lightning	15	5,915.54
Friction	7	24,945.51
Origin in power and cob house	3	17,446.66
Outside exposure	9	365.43
Supposed incendiary	1	9,427.09
Unknown	10	24,424.57
Spontaneous combustion	3	262.72
Tramps	1	1,723.39
Exhaust pipe	0	00
Leaky supply pipe	0	00
Defective wiring	1	.73
Overheated stove, defective pipe and chimney	2	9,634.97
Miscellaneous (less than 1% each)	0	00
Totals	58	\$104,838.23

Too much cannot be said in praise of the efficient water barrel, which last year is credited with saving property valued at \$17,520, and during the last 12 years has saved elevator property valued at \$310,470. If any elevator owner requires a more convincing testimonial to the efficiency of the water barrel, before installing barrels and buckets at convenient points about his plant, he should make known his name and address.

The following statistics have important bearing on causes of grain elevator fires, which also must be considered by every property owner and elevator employees who are anxious to avoid being robbed of their job by the fire fiend:

WATER BARRELS: Put out by use of barrels of brine and buckets during 1914 four fires with loss of \$105.44. Amount at risk on property saved \$17,520. During

twelve years this makes 14.31 per cent of fires occurring put out by use of barrels and buckets on which there was at risk \$310,470.

CLASSIFICATION: Number of fires reported since organization, 538; losses—total to whole number of losses, 41.08 per cent; losses—partial to whole number of losses, 39.41 per cent; losses—no claim to whole number of losses, 15.91 per cent.

KIND OF POWER USED: Steam, 35.32 per cent; gasoline, 54.28 per cent; horse, .74 per cent; water, .37 per cent; electric, 2.97 per cent; no power, 6.32 per cent.

TIME OF DAY WHEN FIRES OCCURRED: "Daylight," 7 a. m. to 7 p. m., 38.29 per cent; "night," 7 p. m. to 7 a. m., 45.16 per cent; "no time given," 16.55 per cent.

FOR YEAR 1914.

Power: Steam, 15; gasoline, 32; horse, 0; water, 0; electric, 2; no power, 9; total, 58.

Fires for Year: Total loss, 22; partial loss, 27; no claim, 9; total number, 58.

Time of Day When Fires Occurred: "Daylight," 7 a. m. to 7 p. m., 19; "night," 7 p. m. to 7 a. m., 32; no time given, 7.

Millers National Insurance Co.'s Annual Report.

The 39th annual report of the Millers National Insurance Co., issued Jan. 22, shows the following condition at the close of 1914: Assets, \$2,186,924.35; liabilities, \$972,937.44; cash surplus, \$1,213,986.91; income during year, \$1,030,893.51; losses paid during year, \$578,572.22. Risks in force Dec. 31, 1914, \$108,527,767.08; gain during the year \$16,192,512.00.

The company settled 73 losses over \$2,500 each and 1,346 losses under \$2,500 each. At the end of the year there were 263 losses, amounting to \$120,593.92, unadjusted and unpaid.

Of the total insurance in force at the close of the year \$35,790,902.89 was upon flour mills, elevators and contents, against \$34,296,265.76 a year ago, and the total insurance in force upon general business at the end of 1914 was \$72,737,764.19 compared with \$58,038,989.32 on Dec. 31, 1913.

While the volume of business of the company greatly increased during the year, the losses also increased as the business of the company is co-extensive with the country, and the company shared in the unfavorable condition from which all underwriters suffered. The mutual business was again carried at less than cost, the assessment rate continuing to make a saving of 65 per cent of the basis rate to mutual policyholders.

Books Received

MISSOURI DIRECTORY is a complete list of the grain shippers in Missouri just published by the Missouri Grain Dealers Ass'n. The names are arranged according to the railroad over which they ship, subdivided into shipping points. Membership in the ass'n is denoted by reference mark, also branch stations and railroad junctions. Paper, 120 pages; Tilghman A. Bryant, Sec'y, Pierce Bldg., St. Louis, Mo.

MEXICANS CEASED their local warfare on Dec. 31 long enough to prevail upon their "government" to order a decree providing for the free entry of wheat to Mexico City until May 31, 1915.

BREAD FAMINE in the United States is practically impossible despite the increased exports of wheat and flour to Europe. This is the opinion of Dr. L. N. Estabrook, statistician of the Dep't of Agriculture, who asserts that future orders of American millers and bakers will insure for the United States an adequate supply of flour even tho the price of wheat advances to the \$2 mark.

Insurance Notes.

SENATOR A. L. WARD has introduced S. F. 86 into the Minnesota Senate seeking to regulate insurance rates in that state.

REP. S. C. SCOTT has introduced a bill into the Minnesota House of Representatives to repeal the employers liability act. His measure is known as H. F. 80.

FOR CREATION of an industrial dept' to provide for compensation of injured workmen in the state of Minnesota, Senator James Handlan has introduced into the Minnesota Senate S. F. 79.

FALLS on slippery elevator and mill stairways this winter have been so numerous that the Millers Mutual Casualty Ins. Co., has investigated various anti-slipping products. Feralun treads have been found to be the safest, especially when that product is mixed with molten steel to give it wearing surface.

REP. PAPKE of the Minnesota House of Representatives has introduced an amendment known as H. F. 105 providing that no law shall apply to township mutual fire insurance companies unless it is expressly designated in such law. His measure known as H. F. 115, also introduced, specifies matter which can not be insured by mutual hail and cyclone insurance.

COLUMBUS, O.—E. F. O'KANE, a mutual insurance man of large experience, has taken service with J. W. McCord, sec'y of the Ohio Grain Dealers Mutual Fire Insurance Ass'n, in the capacity of general assistant in the insurance activities and interests of Mr. McCord. Mr. O'Kane succeeds C. W. Mallett, who resigned to engage in other work.

A 16-PAGE safety foot circular is being prepared by the Millers Mutual Casualty Ins. Co., for distribution among the grain and milling trade. The safety foot, designed by the company's own engineers, is used to hold guards in rigid position about moving machinery, but is made so that when desired the guard may be lifted and utilized in preventing accidents about other machines. The booklet will describe the purposes of this special foot, its construction and how to set it up.

COLUMBUS, O.—The Ohio Grain Dealers Mutual Fire Insurance Ass'n has closed the thirteenth year of its business with the best showing made during its existence. The remarkable low cost of 22½ per cent of basis rate for cost of its insurance for 1914, shows a considerable increase in business and also in net cash surplus. Sec'y McCord, in his modest way, says: "The phenomenal success of the ass'n is merely an incident or possibly an accident." Others say that the conservative management under his guidance will disprove continuous "accidents or incidents" for thirteen years of uniform success.—C. C. J.

THE WHEAT CROP of Portugal was superior to that of 1913 or 1912, totaling 7,075,000 bus. The yield of rye was 5,660,000 bus., and corn 15,603,000 bus.

"THE KEKOSKEE Feed Mill, Mayville, Wis., is now ready for business. We guarantee our work. Customers will receive the most cordial treatment. For this week each customer will be presented with a good cigar and a bottle of beer."—*Mayville News*.

WHETHER IMPORTED CORN is infested with weevil or other noxious and destructive insects will be determined thru the Dep't of Agriculture, if a resolution introduced by Sen. Sherman of Illinois is passed. The object is to prevent injury to domestic corn.—P.

The GRAIN DEALERS JOURNAL.

Annual Statement of Grain Dealers Fire Ins. Co.

The 12th annual statement of the Grain Dealers National Mutual Fire Ins. Co., on the condition of its business Jan. 1st, 1915, shows that it had nearly \$20,000,000 of insurance in force, and total assets of \$2,449,961, of which \$444,743 are cash assets. This latter amount was made up of cash in bank \$85,085, first mortgage loans \$189,325, accrued interest \$6,449, uncollected premiums and assessments \$10,239, the balance of the cash assets being made up of untaxable school and road bonds.

During the year 1914 the company paid losses amounting to \$112,755. Larger losses paid are as follows:

1914 LOSSES.

R. C. Parks, Bruce, Ill.	\$ 5,591.51
El Paso Elevator Co., Panoa, Ill.	9,827.75
J. E. Hawthorn, Fletcher, Ill.	3,973.56
L. D. Marshall, Byron, Ill.	4,862.78
R. F. Cummings Gr. Co., Gilman, Ill.	12,230.00
Harry Allen, Allerton, Ill.	4,215.85
Chas. A. Geiger, Grantville, Kan.	4,573.83
A. B. Cohee, Whitestown, Ind.	3,962.58
Jenkins & Cohee, Whitestown, Ind.	1,330.35
Wallace Grain & Supply Co., Ottawa, Ill.	11,283.60
W. W. Evans, Trustee, Fowler, Ind.	4,319.72
Nebraska Corn Mills, Beatrice, Neb.	5,900.00
Seegar & Witt, Clarks Hill, Ind.	3,045.00
E. M. Fisher, Needham, Ind.	5,000.00
Nading Mill & Grain Co., Lewis Creek, Ind.	10,325.00
L. J. Button, Sioux Rapids, Ia.	5,665.92
56 small losses in different sections of the country aggregated \$18,956. Since	

organization the company has paid fire losses aggregating \$871,720.

The company closed the year with 3,263 policy holders, and Secretary McCotter estimates that the saving to his policy holders last year was over \$200,000. He writes: The insurance companies, as well as individuals, have cause to complain at the high cost of living. The increases that have been made in hotel bills and now in all interstate railroad fares, add to the expenses of the field men, and the increasing burden of taxation by both national and state governments are heavy loads increasing the expense of doing the business, and in turn the cost of the insurance. It is, therefore, gratifying to report that our theories of inspection and selection and proper supervision by the owners of the property are working out in a practical form, so that our expense ratio for handling a larger volume has been slightly reduced and our fire loss ratio materially reduced, and commencing January 1st, our Company was able again to make a reduction in the cost this time for nearly 10%. We think this means that in mutual insurance only have you found any reduction in the expense of doing business.

REPRESENTATIVES Lennon, Woodfill and Hynes of the Minnesota House of Representatives, have introduced a bill known as H. F. 94 seeking to amend the workmen's compensation law so the legislature may pass laws providing for compensation to injured workmen and their dependents.

Mill Owners Mutual Fire Ins. Co. Report.

The 40th annual report of the Mill Owners Mutual Fire Ins. Co. of Iowa, shows cash assets of \$463,091, composed of farm loans, \$398,672.10; cash in banks, \$33,982.89; interest, \$13,405.57, and premiums, deposits and assessments being collected, \$17,030.44.

During 1914 \$152,311.64 was paid in losses, and other expenses brot the total disbursements to \$190,869.86. Total income for the year was \$211,248.52, or \$20,378.66 over disbursements. The company had \$14,342.608 insurance in force on Dec. 31, 1914, on which premiums and deposits amounted to \$214,091.42, and a gratifying increase of \$2,000,000 over the insurance in force a year ago. To date a total of \$2,266,573.78 has been paid on losses.

WICHITA, KAN.—F. S. Rexford, inspector for the Grain Dealers National Fire Ins. Co., was married Jan. 7 to Miss Pearl Plunkett. Mr. and Mrs. Rexford will make their home in this city.

MANUFACTURERS and other large employers of labor in Missouri are uniting to oppose the employers' liability and compensation act proposed for passage in the state legislature. The law provides for payment of as high as \$6,000 for death or total disability of a common laborer, practically regardless of responsibility.

SUBSTANTIAL amendments have been made to the Minnesota Workmen's Compensation Act in a series of conferences between employers and representatives of organized labor. The minimum weekly allowance has been raised from \$6 to \$6.50 for employees receiving \$13 per week or less, or 50% where the employee's wages were more than \$13 and less than \$20. Instead of limiting payments, in case of total disability, to 300 weeks, payments will be made as long as the employee survives the accident and continues to be disabled.

ORGANIZED 1902 TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO. LUVERNE, MINN.

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E. H. MORELAND, Secretary

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